

# Optimisation of Alternative Routes In the Region & Exploring The Concept Of Multimodal Transport

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# Outline

1. Who are we?
2. Port Facilities
3. Port Performance
4. Port Development and Key Initiatives – Multimodal Transport Concept
5. Conclusion

# Who are we?

The powers/functions of KPA are as provided in Sec. 12 of the KPA Act 1978;

- Port Infrastructure development;
- Port operations;
- Maintaining port facilities;
- Aids to navigation;
- Pilotage and other port services;
- Regulation of port business;

*2012 – Amendments were made to KPA Act, mandate broadened to include Inland waterways*



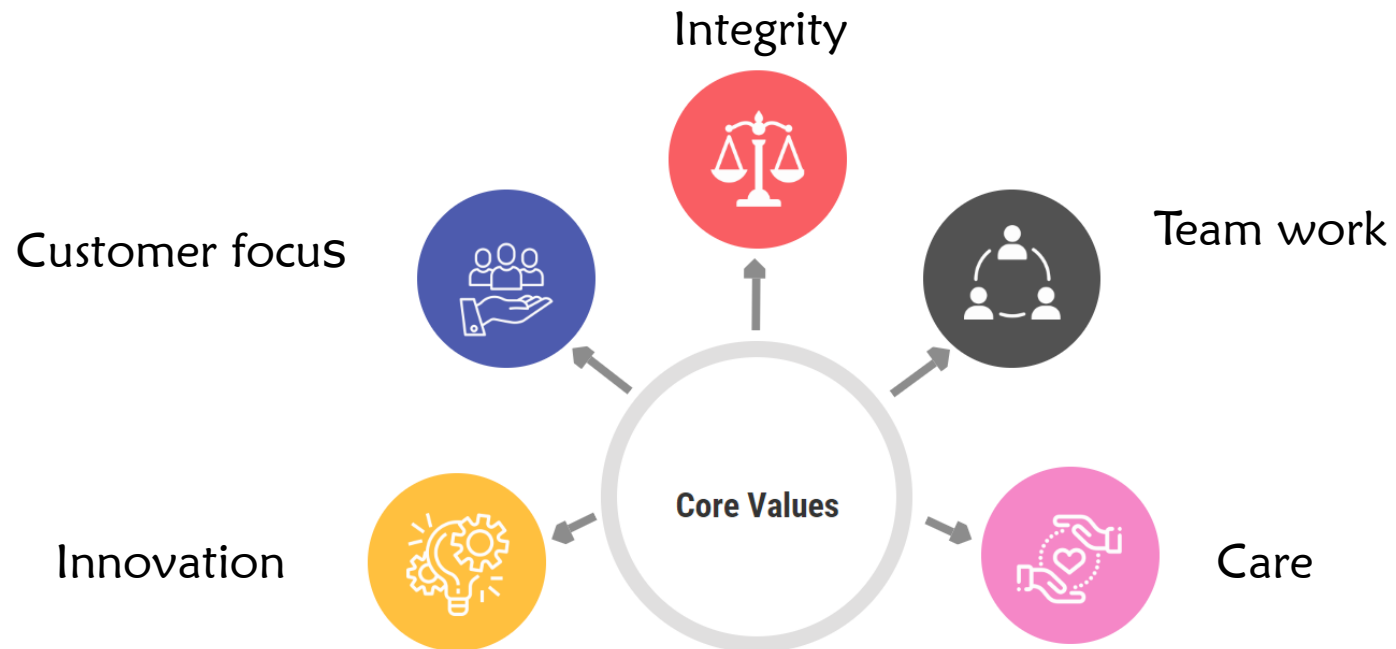
# Mission, Vision & Core Values

## Vision

World class ports of choice.

## Mission

To provide efficient and competitive port services to facilitate global trade.



# Corridors Fostering Economic Growth

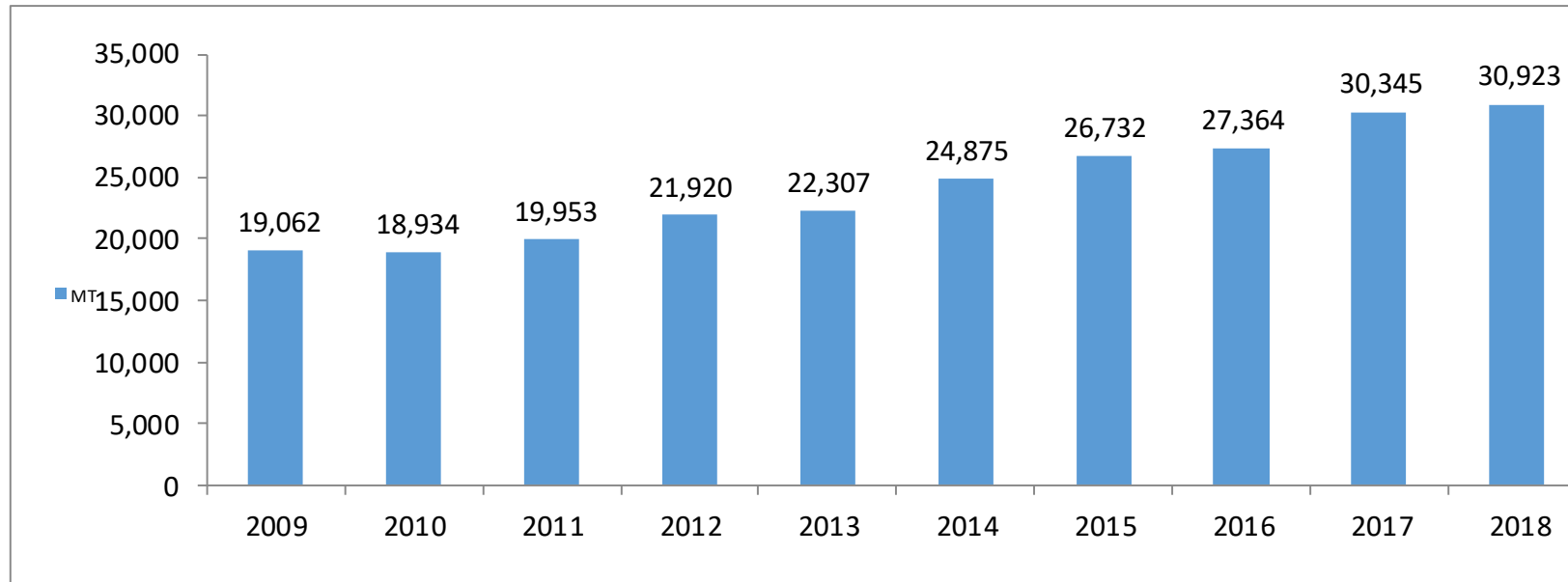


- Mombasa is the gateway to Kenya, Uganda, Rwanda, Burundi, South Sudan, Northern Tanzania, Eastern DRC, Ethiopia and Somalia
- 33 shipping lines call at the port
- Provides connectivity to over 80 sea ports world wide
- Cargo throughput 30.92 M tons and growing
- Over One Million TEUs handled in Since 2014

# Mombasa Port Facilities

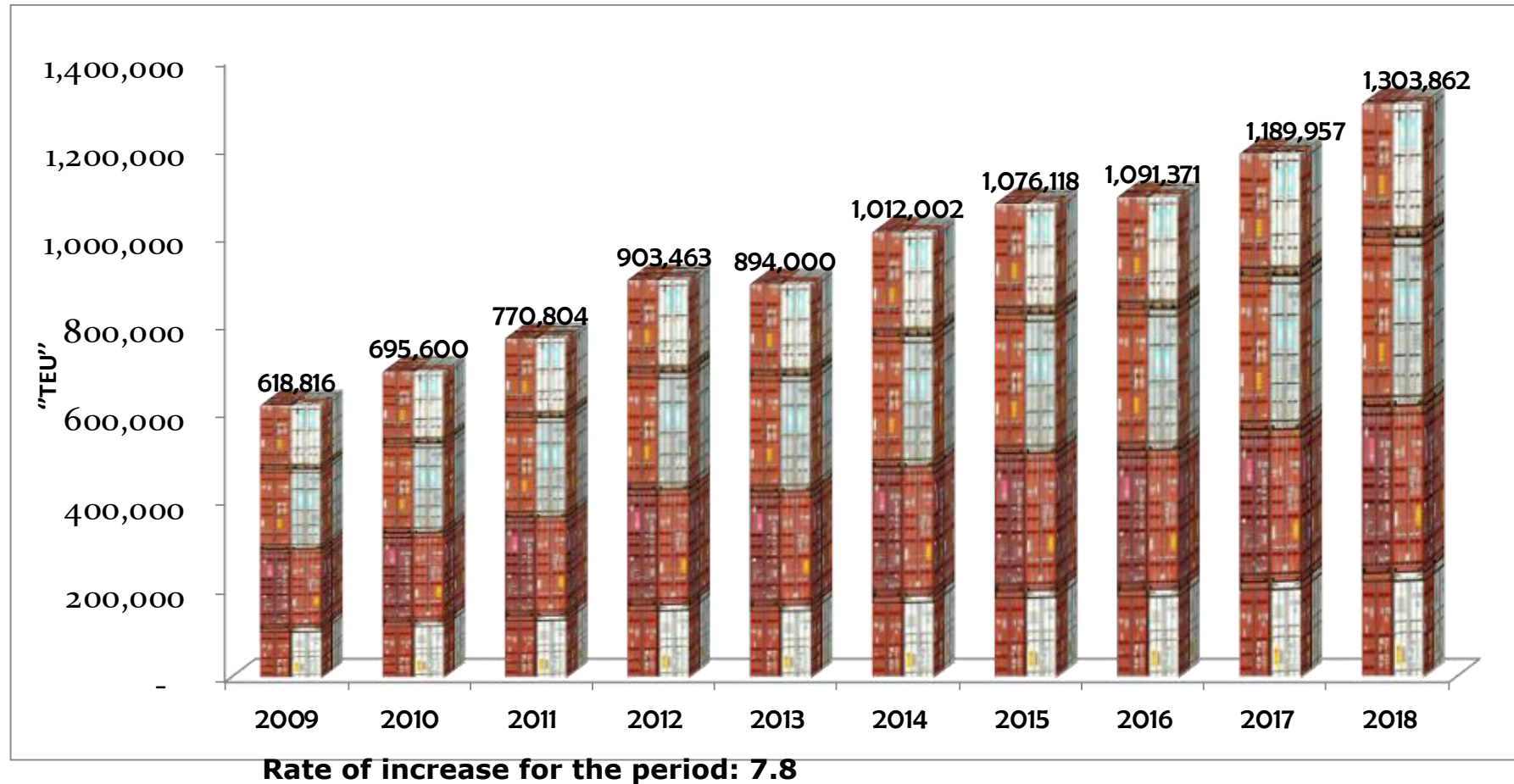
- The Port of Mombasa is a natural deep harbor with good shelter and a maximum dredged depth of -15 meters. Port facilities include;
- 19 deep water berths with an average of 15meter draft and total quay length of 3,284 meters. Of the 19 berths, six are container berths with a quay length of 1,190meters (840meters CT1 and 350meters CT2).
- 2 bulk oil berths; Kipevu Oil Terminal (KOT) for crude and refined oil and Shimanzi Oil Terminal (SOT) for refined oil and chemicals. KOT and SOT have drafts of -13.4 meters and -9.8 meters respectively.
- 2 dry bulk wharves with a total length of 315 meters and 2 dhow jetties at the Old Port.
- The other facilities include ultra-modern bulk grain handling facility at Berths 3 and 4 that is operated by Grain Bulk Handling Company Limited (GBHL) and specialized facilities for handling bulk cement and fluorspar at Mbaraki as well as soda ash through conveyors at Berth No. 9.

## Port Throughput (MT “000”): 2009 – 2018



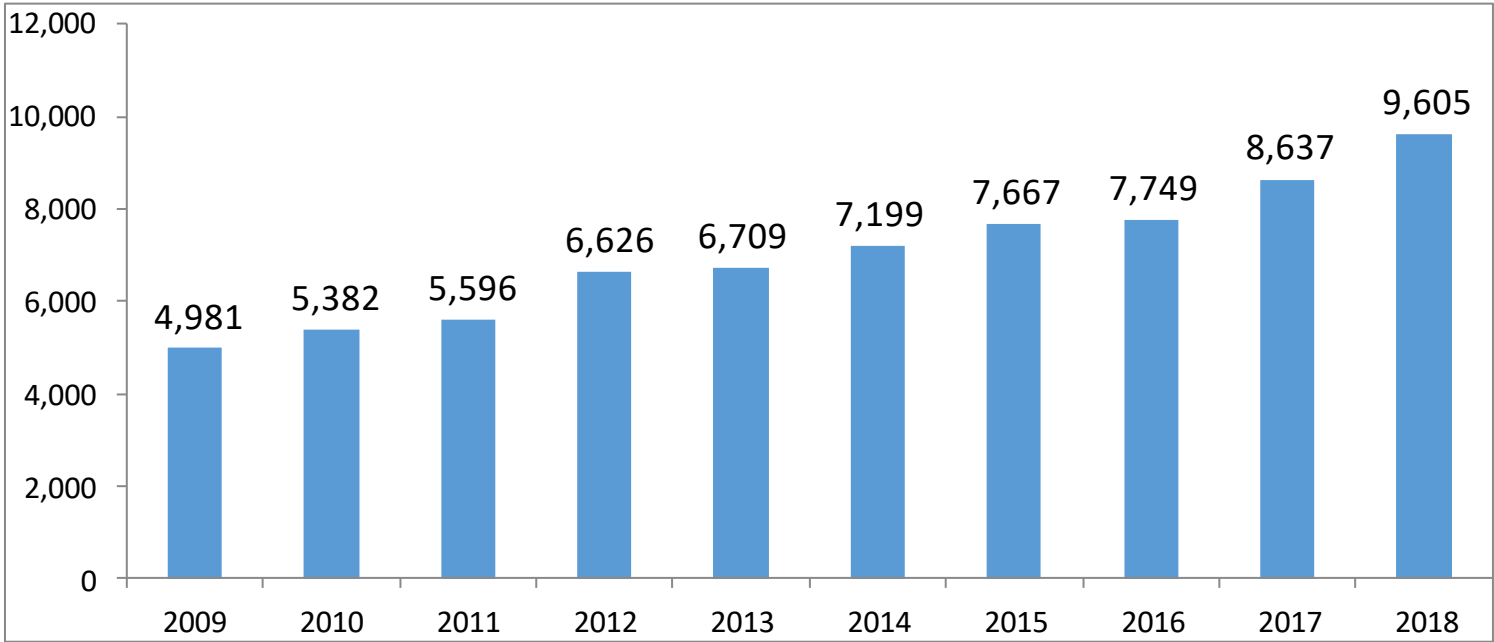
**Growth rate for the period: 6.5%**

# Container Traffic (TEUs): 2009 - 2018



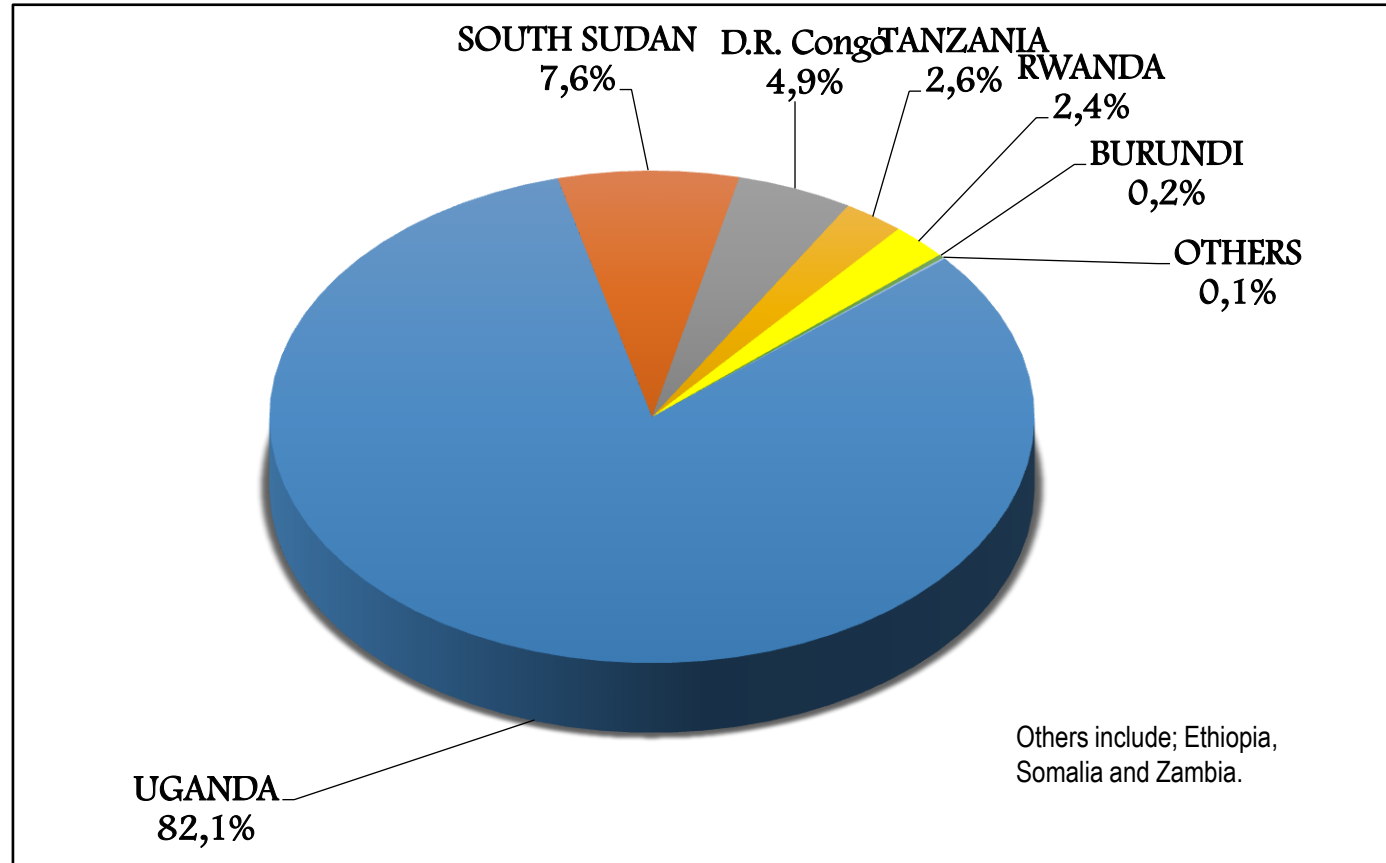


# Transit Traffic (MT "000"): 2009 - 2018



**Rate of increase for the period: 7.0**

## Transit Market Share (%): 2018



## Uganda Cargo Traffic Mombasa Port('000'MT) 2009 – 2018

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	CAGR (%)
Uganda	3,980	4,233	4,376	4,845	4,912	5,522	5,977	6,347	7,113	7,889	7.9%
Port Total	19062	18934	19953	21,920	22,307	24,875	26,732	27,364	30,345	30,923	5.5%
% Share of Ugandan cargo against the total Port Throughput											Avg. % Share
	20.9%	22.4%	21.9%	22.1%	22.0%	22.2%	22.4%	23.2%	23.4%	<b>25.5%</b>	22.6%

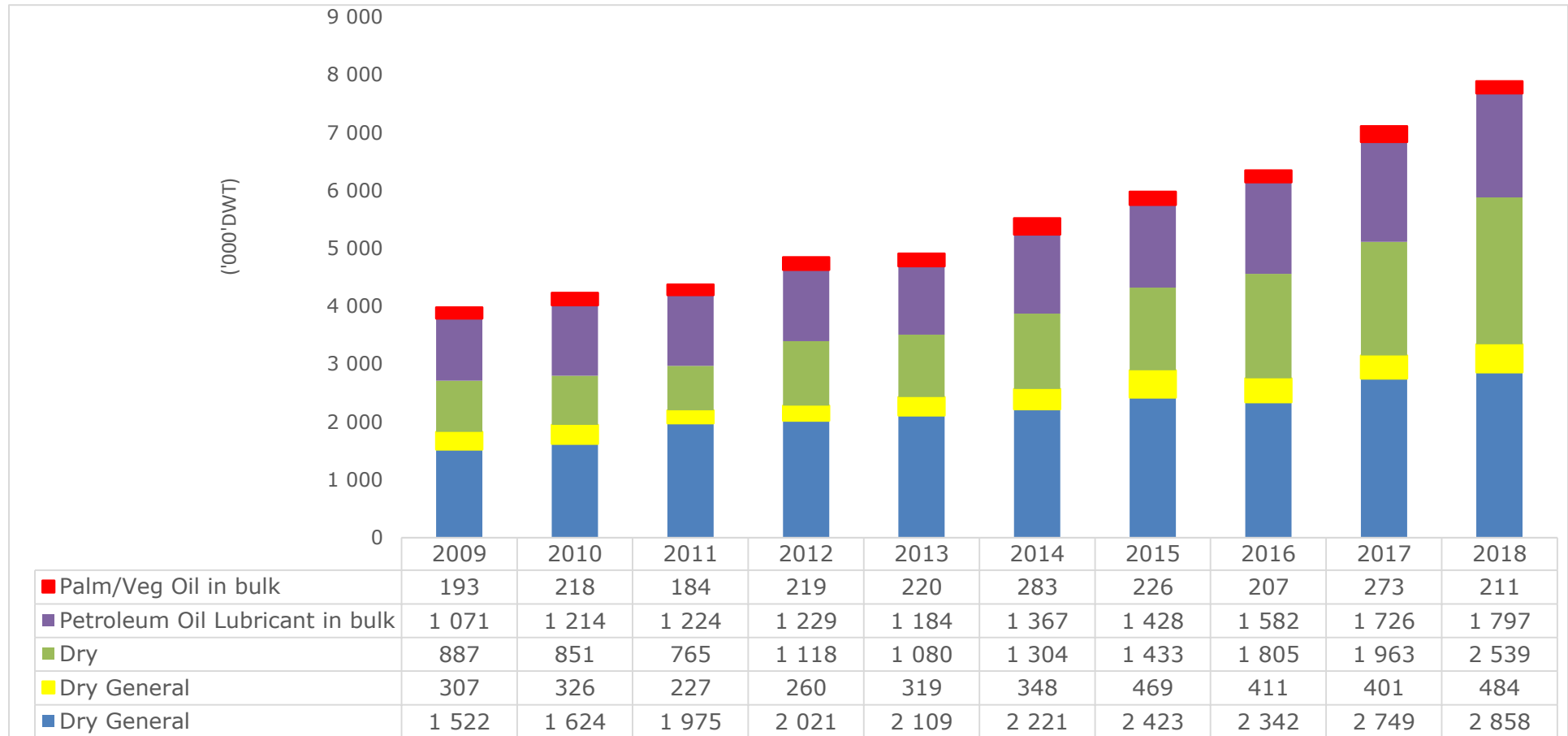
*Uganda Commands 25.5% of Port Total Throughput*

## Uganda Full Import & Export Containers: 2009 - 2018 (TEUS)

(TEUs)	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	CAGR (%)
Uganda	98,358	103,104	122,979	130,032	133,079	141,862	153,886	156,304	173,355	185,963	7.3%
MSA Port	397,302	449,156	501,182	561,779	570,526	612,812	635,617	656,729	688,864	740,763	7.2%
% Share of Uganda Imp & Exp. containers against the total imp & exp. containers handled in the Port											Avg. % Share
	24.8%	23.0%	24.5%	23.1%	23.3%	23.1%	24.2%	23.8%	25.2%	25.1%	24.0%

*Uganda Controls 25% of Total Containers Throughput*

# Uganda Cargo by Category 2009 - 2018



# Impact of the Standard Gauge Railway

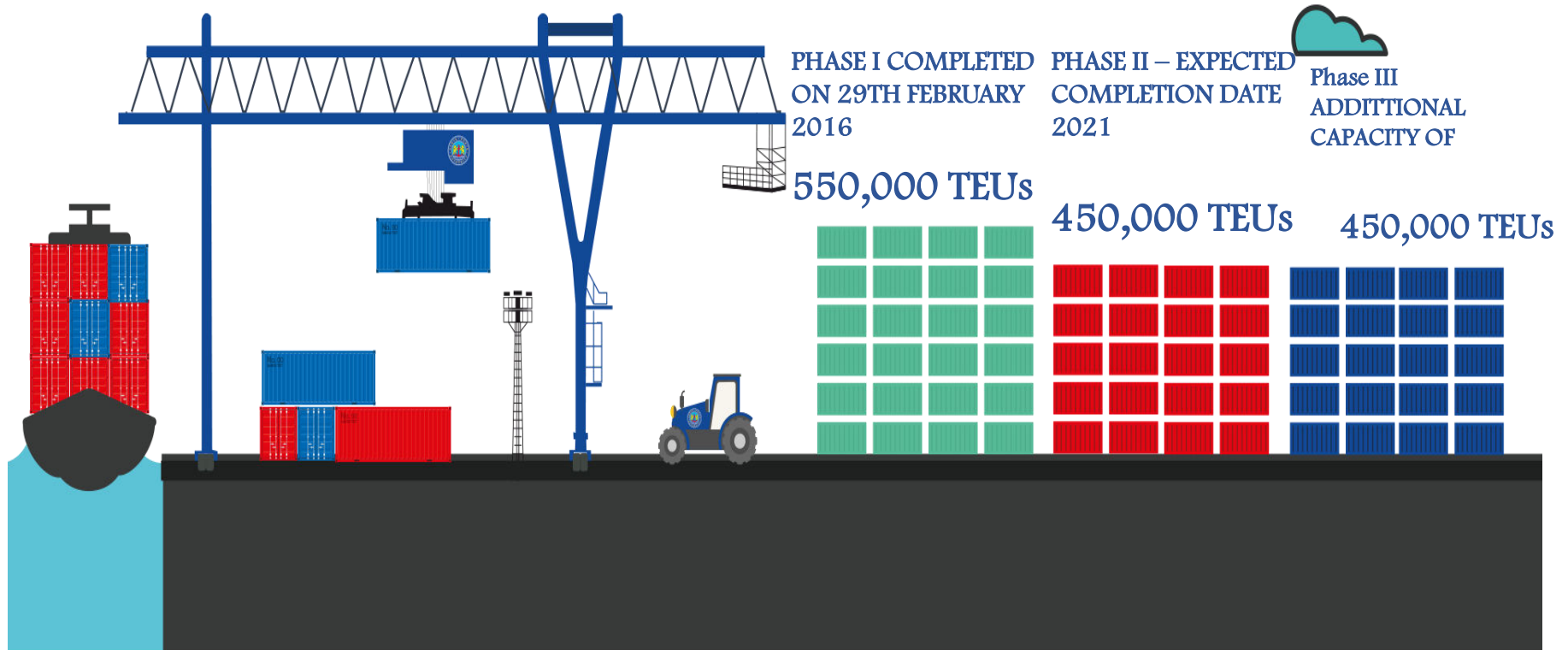




# CAPACITY EXPANSION INITIATIVES;



**Second Container Terminal –  
MPDP Phase I – achieved ahead  
of schedule**







# Second Container Terminal (CT2)

- New state of art facility

Period	No. of Vessels	TEUs
January-December 2018	198	406,545

- 30% of total Containerized cargo
- Phase II (500 TEUs) started in August 2018

# Kipevu Oil Terminal – Relocation



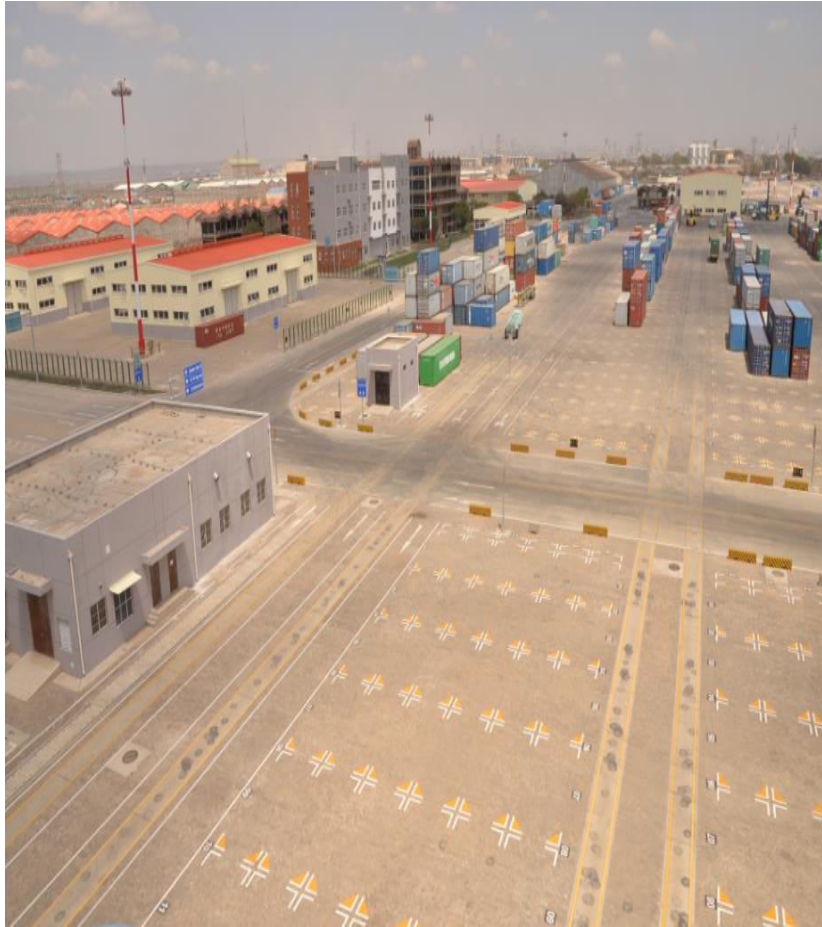
- Under Construction
- Being relocated to a Safer location
- More Capacity



## Lamu Port

- KPA is developing the First 3 Berths of Lamu Port, which is envisaged to have 23 berths, under the LAPSSET Corridor Programme.
- 1<sup>st</sup> Berth almost complete. To be commissioned in October, 2019.
- Two other Berths to be ready by October 2020

# Further Expansion of the New Nairobi ICD to keep up with SGR demands



NAIROBI INLAND CONTAINER DEPOT TRAFFIC (TEUs): 2014 – 2018

	2014	2015	2016	2017	2018
IMPORTS FULL	10,263	9,343	9,401	15,110	177,652
EXPORTS FULL	5,319	5,165	4,960	4,713	11,701
EMPTY	22,138	14,595	13,242	10,636	68,619
TOTAL	37,720	29,103	27,603	30,459	257,972

Capacity has increased from 180,000 TEUs to 450,000 TEUs

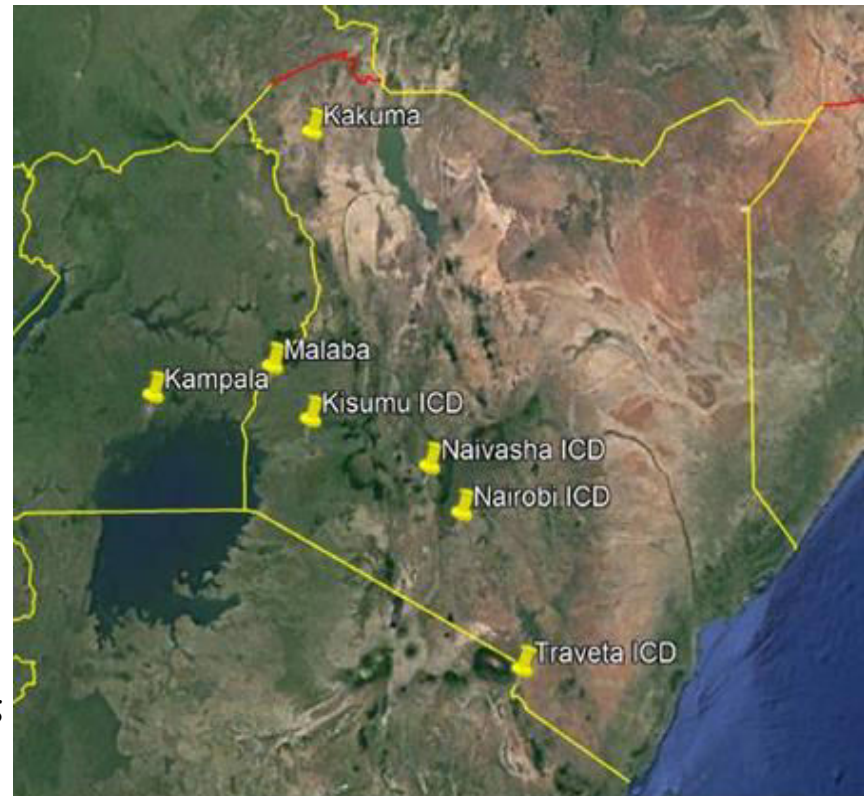
# NAIVASHA DRY PORT

- Reduce distance from Kampala and other transit countries
- Government already allocated 10 acres to Uganda at Naivasha

# Landside Corridor Development

## ICDs

- ICDs are meant to be an extension of the Port and offer customers almost last mile connectivity along the logistics chain.
- Development of the same in the transit countries will ease transportation bottlenecks and reduce the cost of doing business.
- The current and proposed ICDs are as shown in the figure;



# Revamping Lake Victoria Ports Facilities

- The Authority has plans to upgrade infrastructure at the existing port to create a Lake Victoria International Logistics Centre
- The Kenyan Government also has plans to construct a new port in Kisian.
- The proposed port would consist of 2 multi-purpose berths and a work-boat berth. A total quay length of 332 m is planned, with a capacity of 600,000 tonnes per year

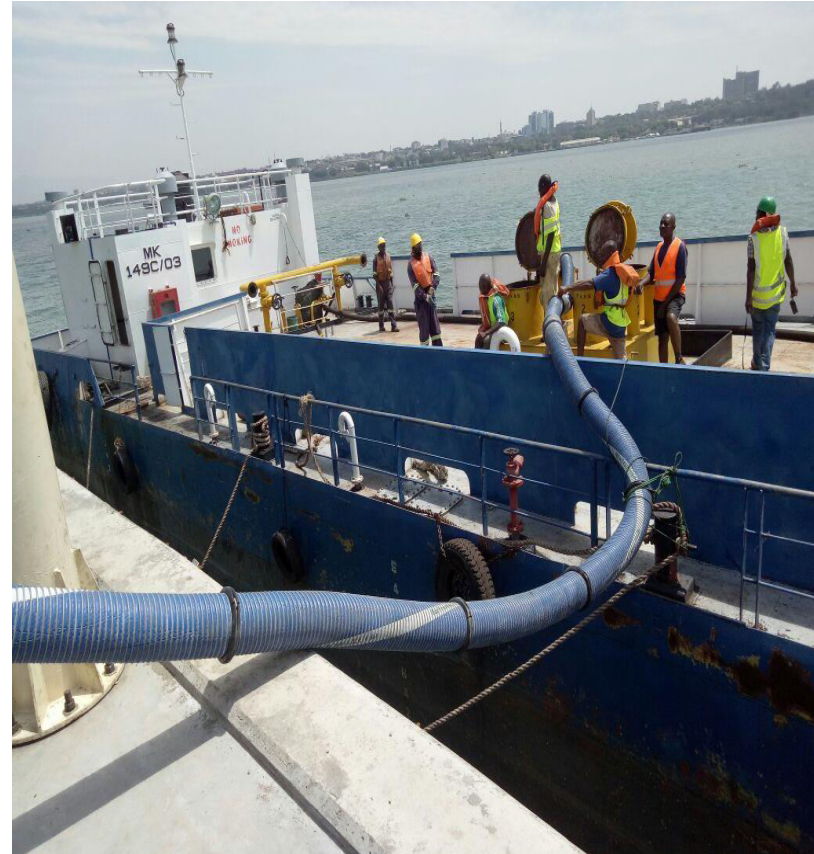




# Revamping Lake Victoria Ports Facilities

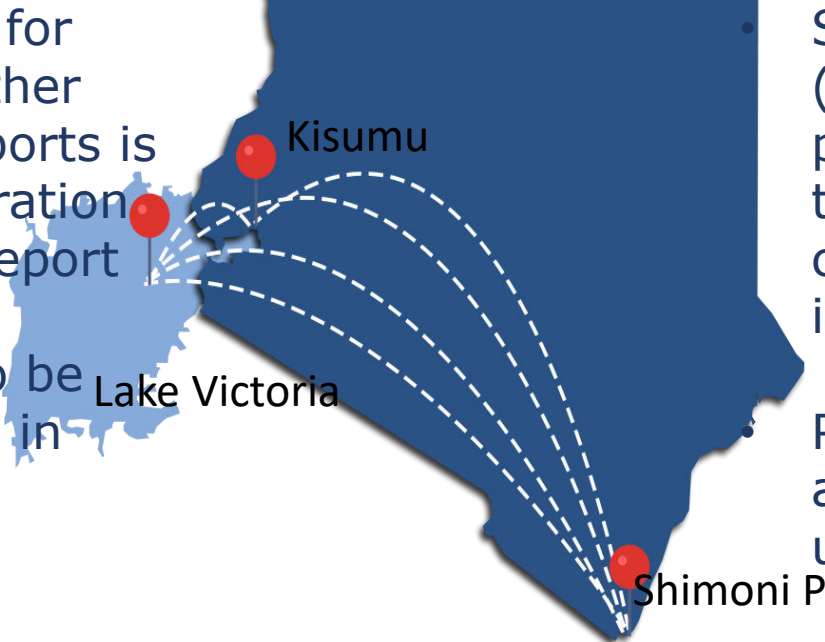
## The Kisumu Oil Jetty (KOJ)

- The Kenya Pipeline Company has completed the construction of an oil jetty for loading petroleum onto ships/berges to be transported to Uganda and other countries in the region.
- The Kisumu oil jetty was completed on February 2018.
- The oil jetty will reduce the distance of petroleum transportation to the transit countries



# The Blue Economy Initiatives;

## Development of Small Ports and Inland water Ports

- A master plan for Kisumu and other Lake Victoria ports is under consideration and the final report is ready
  - Kisumu Port to be Commissioned in August 2019
  - Shimoni port (envisaged fishing port) is expected to transform the coastal community residing in Kwale County;
  - Port development and operation will be under PPP.
- 
- The map shows the outline of Kenya in dark blue. Lake Victoria is highlighted in a lighter blue on the western coast. Two red dots mark the locations of Kisumu and Shimoni Port. Dashed white lines connect these two ports to the Lake Victoria region, indicating their role as access points to the lake.

# TOS & Operations Control Center (OCC)



- The Authority is in the process of replacing its TOS to suit current business demands
- The Authority will set up an OCC in line with global best practices, to ensure functionality of the Terminal Operating system and thereby improving efficiency.



# The Case Of Multimodal Transport

## Challenges:

- Lack of space of seaport terminals
- Increase bottlenecks in the landside transport system

## Pre-requisites:

- i. Pricing
- ii. Processes
- iii. Human Resource
- iv. Policy
- v. Partnerships



# Conclusion

- KPA continues to consistently improve its operational performance and efficiency through strong partnerships with both the Public and Private sector;
- KPA shall continue to collaborate with stakeholders to address emerging challenges
- KPA continues to strengthen frameworks for handling Port Operational issues
- KPA will continue to strive for excellence towards fulfilling the promise of delivering “world class port” operations.



Thank You

