



INTERGOVERNMENTAL STANDING  
COMMITTEE ON SHIPPING

Report on the  
Assessment of Level of Service Delivery Across the  
**Inland Waterways in the Facilitation of Shipping  
and Trade on Lake Victoria**

April 2022



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## 1.0 Introduction

Lake Victoria is the largest fresh water lake by area in Africa. The Lake is about 68,800km<sup>2</sup> by surface area centred around the East African Rift Valley system is shared amongst Tanzania, Kenya, and Uganda in the respective portions of 51%, 43% and 6% each of this major blue economy resource. This lake has a stretched shoreline of about 7,142km connecting numerous communities with over 40 million people settling within its basin and directly or indirectly drawing their livelihoods from its existence.

Lake Victoria has very great potential in providing sustainable and cheap transport amongst the three member states and facilitating transshipment to other hinterland states like Rwanda, Burundi and the Eastern DRC. Prior to the start of this millennium, the lake transport system was quite reliably used owing to the fact that road connectivity in the region was bad and there was favourable public policy on the use of water and rail transport for especially imports and exports from the three states.

Post 2000s, the transport on the Lake started to deteriorate with limited investment in the supporting infrastructure like ports and aids to navigation. These increased inefficiencies led to a consistent shift of major export and import cargo to the roads rendering the water transport system lesser and lesser attractive.

With the vulnerabilities of over dependency on road transport becoming visibly clear amongst member states, the approach seems to be changing as reflected in the medium and long term National Development Plans rolled out by the three states emphasising multimodal transport with water transport over the Lakes forming a key component.

Some remedial interventions are being done by all three states on the lake transport infrastructure with the intentions of revitalising shipping across it with significant investments planned for the medium and long term. With some remedial interventions in the recent past, there was need therefore to establish the level of service being offered currently at the major lake ports of Kisumu, Mwanza, Bukoba, Port Bell and Jinja and how trade and shipping was being facilitated.

## 2.0 Rationale of the Activities

With the foregoing introduction, it was planned and budgeted that the Secretariat conducts some field activities to assess the level of services being offered at the different Lake Victoria ports in facilitating shipping and trade in the 2021/22 financial year. In addition, the policies, procedures and practices at the same ports were to be scrutinised to establish if they facilitated the free flow of trade and shipping across the lake.

The need for this exercise was compounded by the recommendation by stakeholders attending the forum for the facilitation of shipping and trade across Lake Victoria held in October 2020 in Arusha, Tanzania for ISCOS to review the differences in policies, procedures and regulations on the lake for purposes of advising on possible harmonisation.

## 3.0 Scope of the Exercise

This exercise was limited to the Lake Victoria Ports of Kisumu, Bukoba, Kemonondo Bay, Mwanza North, Mwanza South, Port Bell and Jinja. It involved physical inspections of the port and other maritime infrastructure and interviewing key stakeholders in port operations that included:

### 3.1 Kenya

- i. Kenya Coast Guard, *Kisumu (Maritime Security)*
- ii. Kenya Pipeline Company, *Kisumu (Petroleum)*
- iii. Kenya Ports Authority, *Kisumu (port land lord and operator)*
- iv. Kenya Maritime Authority, *Kisumu (Regulator)*

### 3.2 Tanzania

- i. Tanzania Shipping Agencies Corporation – *TASAC, Bukoba and Mwanza (Regulator)*
- ii. Tanzania Ports Authority – *Bukoba, Kemonondo Bay, Mwanza North, Mwanza South ports (port landlord and operator)*
- iii. Tanzania Railways Corporation, *Mwanza (wagon ferry owner and operator)*
- iv. Marine Services Company Limited, *Bukoba and Mwanza (owner and operator of marine vessels)*

### 3.3 Uganda

- i. Uganda Railways Corporation *(landlord and operator, Ugandan Ports)*
- ii. Roofings Limited *(Port client)*
- iii. Stabex International Ltd *(Port Client)*
- iv. Equator shipping Limited *(shipping and clearing agent)*
- v. Maritime Administration *(Regulator)*

These activities were conducted between 14<sup>th</sup> – 16<sup>th</sup> March and 28<sup>th</sup> March – 6<sup>th</sup> April 2022 by three ISCOS Officers below:

- i. Mr. Aderick Kagenzi *(Director Shipping Ports and Freight Services);*
- ii. Ms. Mwanulu Issa *(Director Trade Facilitation and Policy Harmonisation);*
- iii. Mr. Jonah Mumbya *(Manager Shipping Ports and Freight Services);*



## 4.0 Findings

At the conclusion of this activity, key of the findings observed were as follows:

### 4.1 Kisumu Port

The port of Kisumu is located in Kisumu County of the Republic of Kenya at coordinates 0°06'11.1"S 34°44'43.0"E in the north-eastern corner of Lake Victoria, on the southern shore of a small sheltered bay occupying about 17.5 hectares of land with less than 2km from the city centre owned and operated by the Kenya Ports Authority.

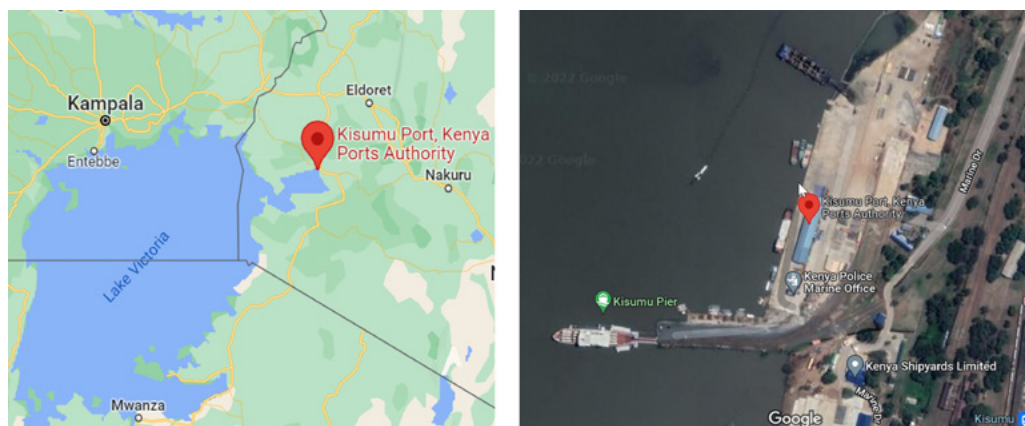


Figure 1: Google Maps showing location and Layout of Kisumu Port

It handles both export (petroleum, soda ash, bagged fertilisers, crude palm oil) and import (bagged rice, cotton seed cake, bagged sugar) cargo having a link span and a berth. The port had grounded to a halt due to massive silting and excessive water hyacinths that had covered the entire port area of about 3km<sup>2</sup> making it almost impossible for any vessel to operate at the port before dredging and renovation works were started in June 2019. Its throughput has since been improving as could be seen below:

Table 1: Kisumu Port Performance

|                         | 2017           | 2018            | 2019            | 2020            | 2021            |
|-------------------------|----------------|-----------------|-----------------|-----------------|-----------------|
| Vessels registered      | 10             | 7               | 41              | 43              | 77              |
| Exports (tonnes)        | 3,431.0        | 9,945.5         | 15,195.7        | 45,550.1        | 52,064.4        |
| Imports (tones)         | 0.0            | 1,000.0         | 2,539.0         | 670.0           | 1,950.0         |
| <b>Total throughput</b> | <b>3,431.0</b> | <b>10,945.5</b> | <b>17,734.7</b> | <b>46,220.1</b> | <b>54,014.4</b> |

Source: KPA

The Kisumu port boundaries were secured with a chain link fence with the waterways protected by the Kenya Coast Guard.

The access to the port was asphalt surface sealed in very good motorable condition with secured and controlled entrance manned by a private security agency. The port had largely been rehabilitated with adequate traffic circulation areas, sufficient and well paved parking areas, sufficient container yard, adequate offices and renovated quay of 350m in length in addition to about 90m berthing space along the railway wagon ferry pier/linkspan. The port was dredged to 5m with all the water hyacinth cleared.



Figure 2: Main Berth at the Renovated Kisumu Port

The port had a linkspan in good condition with the linkspan hoisting towers, fendering system, lighting, non-slip foot paths, guard railings and other accessories in good working conditions. The link span was owned and operated by Kenya Railways Corporation. The meter gauge railway section from Naivasha had been rehabilitated with very good ballasting.

The port had manned customs, immigration and security offices within its premises. The port had an old sheltered cargo shade with plans to relocate it during the execution of the second phase of the port redevelopment program.

The main destination ports for Kisumu Port were Port Bell and Jinja with no business with the Tanzanian ports at the time of the survey. The main products traded through the port were petroleum and steel cold rolled coils to Uganda and imports of sugar, flour and edible oils from Uganda. The throughput volumes at the time of the survey were very low due to the port repair works and the rehabilitation of the railway section from Naivasha that would feed the port with more cargo when fully operational.

The port was equipped with a 30tons reach stacker, a 50tons mobile crane, three 3.5tons forklifts and four port trailers for handling cargo within the port. There was a water hyacinth cutter to keep the port channel clear.

There were plans to extend the port quay length by another 500m and construct railings parallel to the existing quay to allow for easier ship to rail handling of cargo.

## 4.2 The Kisumu Petroleum Jetty

The Kisumu Petroleum storage facility and Jetty were owned and operated by Kenya Pipeline Company handling petroleum products for the local market and export to Uganda, DRC, South Sudan and Rwanda. Located at coordinates 0°05'45.1"S 34°43'52.3"E, it is on the opposed water side of the Kisumu port.

At the petroleum jetty, tank wagons are filled with petroleum (diesel, petrol, kerosene or Jet A-1) and railed to the Kisumu port link span and loaded onto the MV Uhuru wagon ferry for transportation to Uganda (Port Bell or Jinja port) which was the only destination for railway wagon tankers.

Most of the fuel was hauled to Uganda from this facility using road trucks with plans to have the products largely transported by water to a new facility (Mahathi Infra Uganda Limited) that was still under construction in Uganda at Kawuku off Entebbe road. Mahathi planned to construct four double hulled barges each of 4,500 cubic meters capacity to offer this service and at the time of these activities, one barge was complete and under sea trials while the second was still under construction with a planned completion date of September 2022.

The Mahathi storage depot was of 70,000 cubic meters' capacity holding Jet A-1 (8,000m<sup>3</sup>), Petro (27,000m<sup>3</sup>), Diesel (27,000m<sup>3</sup>) and Koresene (8,000m<sup>3</sup>) and was planned to be the main distribution point for central, northern and southern Uganda and the Eastern DRC and Rwandan markets.



Figure 3: Petroleum Storage Tanks at Mahathi Infra in Uganda

The economies of scale this project would bring to this subsector coupled with the low cost of water transport were envisaged to bring down the cost of petroleum in the served markets which would have a positive impact on trade in these markets.

## 4.3 Bukoba port

Established in 1945, Bukoba port is the second largest port after Mwanza on the lake located in the North Western part of the United Republic of Tanzania located at coordinates 1°20'54.0"S 31°48'58.1"E and serving as a gateway to the Kagera region west of the lake. The port was owned and operated by the Tanzania Ports Authority.



Figure 4: Google Maps Showing Location and Layout of Bukoba Port

The port had three berths with main one (berth No. 1 being used by MV New Victoria) being 85m with berths No. 2 and No. 3 forming a U-shape basin serving smaller ships with combined length of about 100m. The average draught of Bukoba was between 3 – 6m. The port was handling general (loose) cargo (bagged sugar, cereals, silver fish, bananas, cement, cooking oil, soap, salt) and passengers.

Bukoba port was about 3km from the Bukoba town business centre with a proper asphalt paved access road which made it more attractive to shippers than Kemondo Bay Port which was 22km from the town centre hence The main destination ports include Mwanza North Port (with passenger services and parcels) via Kemondo Bay port, Jinja port and Port Bell.

The port sat on 4.5hectares of land with sufficient paved parking/yard area to adequately serve the prevailing traffic and throughput of 9,500tonnes per month. Given its open to the lake location, the port a wind/wave breaker (needs renovations) and had a jetty for vessels of traditional build within the port perimeters accessed through a different entrance.





Figure 5: MV New Victoria (self-loading) at Berth in Bukoba Port

The port had two sheltered warehouses one for parcels and the other for general cargo. Each cargo received would be documented and weighed using the 100ton weigh bridge, the two 500kg scales (one digital and another analogue) or the 1ton analogue scale. There were four port trailers and one tractor for handling cargo within the port.

Port entrance was restricted with security checks conducted on each entrant with the port perimeter secured with a chain-link fence. The port had offices for the port management team, security and customs with the maritime regulators (TASAC) on call from their office in town. There was a short wave radio system installed but its operation limited to very short distances.

#### 4.4 Kemondo Bay Port

Kemondo Bay port was located about 22km south of Bukoba town in the north western part of the United Republic of Tanzania at coordinates 1°28'43.1"S 31°45'04.3"E sitting on over 44heactares of land owned and operated by the Tanzania Ports Authority. The port had a proper all weather asphalt paved road from Bukoba town with a Tee-off to the port which was a marrum access in motorable condition. The port area was fenced with entrance secured but there were no security cameras and no radio communication.



Figure 6: Google Maps showing location and Layout of Kemondo Bay Port

The port handled passengers, general cargo, Ro-Ro cargo and live animals and was served with a meter gauge railway connection with a link span which was in very good condition with all link span equipment (winches, slippers, fenders, lighting, auxiliary electrical supply, etc) in good working order. Its main destinations were Port Bell, Jinja and Mwanza Ports handling same products like those at Bukoba port but in addition to Ro-Ro cargo ferried by wagon ferries.



Figure 7: Outlook at the Kemondo Bay Port Yard seen from the Linkspan

The passenger lounge was well furnished with clear information displayed in both Kiswahili and English on the services offered at the port and the scheduled voyages of different vessels operated by Marine Services Co. Ltd and their fares.

Kemondo bay had three berths with quay lengths of 70m, 22m (adequately designed to handle live animals) and 37m respectively with average draught of 4.5m; all in good condition with a separate jetty (about 100m away from the main berths) for handling vessels of traditional build. There was a good shed and five sheltered warehouses at the port with two in use while the rest were in disuse due to limited cargo to handle.





Figure 8: Berth for handling live animals at Kemondo Bay

Each cargo entering and leaving the port was weighed using a 100ton fixed weigh bridge and/or a 1ton mobile scale with no other port handling equipment. The port also had staffed customs and immigration offices. The marrum parking yard was not in good shape, damaged by the heavy rains and hence requiring paving.

## 4.5 Mwanza Ports

Mwanza ports are located in the rock city of Mwanza in the United republic of Tanzania having Mwanza North ( $2^{\circ}30'59.1''S$   $32^{\circ}53'47.1''E$ ) and Mwanza South ( $2^{\circ}32'06.8''S$   $32^{\circ}54'03.5''E$ ) both owned and operated by the Tanzania Ports Authority.

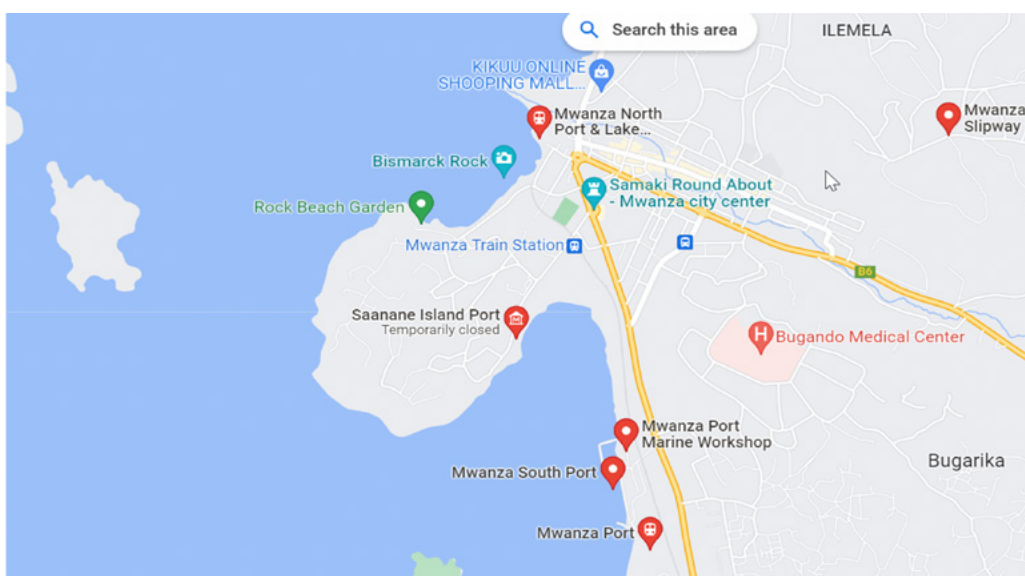


Figure 9: Google Maps showing locations of Mwanza North and South Ports

## 4.6 Mwanza North Port

Mwanza North developed in the 1930s on a cape of artificial land was a passenger and general cargo port with four berths of quay lengths 82.5m (general cargo), 60m and 60m (passengers) and 10m (Ro-Ro passenger terminal) with a sheltered passenger and cargo shed.

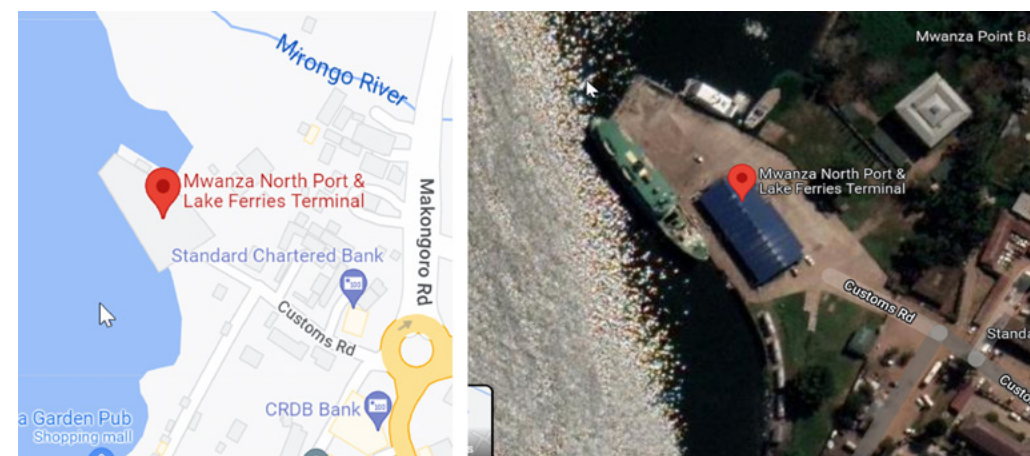


Figure 10: Google Maps showing location and Layout of Mwanza North Port

The port was served with a railway spur that terminated at the main berth and connecting the port to the central railway station. The road access was not good with the most direct one passing in front of the police station with highly restricted traffic for security reasons.

The port had a 100ton fixed weighbridge and mobile weigh scales to weigh each cargo that was received at the port and had a standby generator. The port had a jetty for vessels of traditional build about 100m away from the main port quays.

There was ample paved parking yard with a storage warehouse. There were no cargo handling equipment and stevedoring was manually done. The port was connected with a road that needed some remedial works, with its premises fenced off with a secured entrance. It had staffed customs and immigration offices at the premises.

The conventional vessel services were provided by Marine Services Co. Ltd and other private providers with destinations mainly being Bukoba via Kemondo bay.

## 4.7 Mwanza South Port

Mwanza South port sitting on about 8.5hectares of land was a general cargo port with a linkspan (constructed in 1964) connecting the port to ports like Port Bell and Jinja. Main products handled were imports from Uganda (sugar, edible oil, construction materials, cosmetics and drip water) and exports that included peas, wheat, rice, fertilisers and cotton seed cake.



The port had a total berth/quay length of 290m (with the main quay constructed in the late 1930s) for general cargo and was in good condition however the two rail line loops (with one running along the cope-edge and the other fronting the goods sheds) along the quay needed urgent repairs.



Figure 11: Stepped quay apron at Mwanza South

Some part of the quay apron was constructed on a two tier level with a difference of 0.7m in height over a length of 190m. The upper level fronting the cargo and transit sheds was some 7m in width and this reduces the effective working area on the quayside to some 5m in width, greatly hindering horizontal transfer operations. At the northern end of the quay, some 60m of the apron had recently been modified raising the apron to similar levels and at the time of this exercise this area was being used as a docking and maintenance wharf and providing hard-standing storage and yard space.

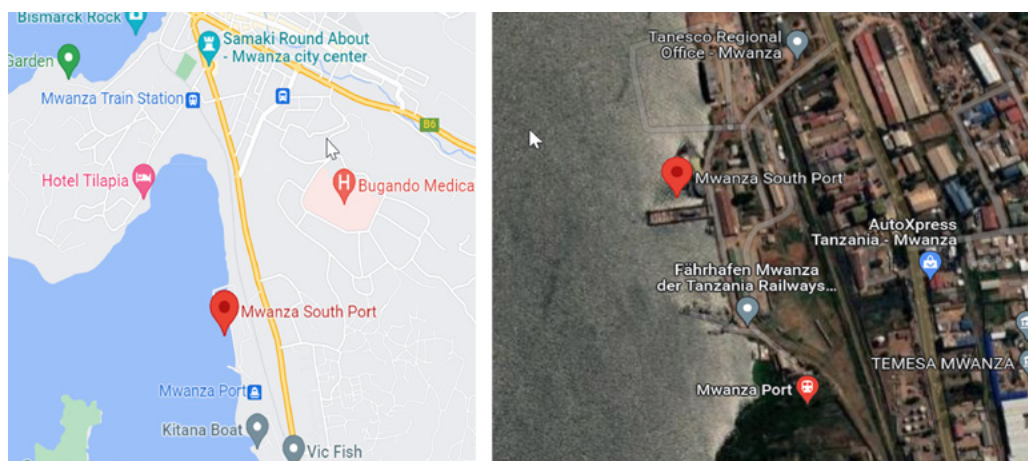


Figure 12: Google Maps showing Location and Layout of Mwanza South Port

The port had both railway and road access with both accesses secured and the entire port area fenced off. The link span and the railway section within the port area were under the management and operation of KPA.

Mwanza South was equipped with three sheltered warehouse for general cargo, a fixed 100ton weigh bridge, a fork lift and a mobile crane. It also had a 2,100ton floating dock, a dredger, a 4,000ton slipway, workshops (carpentry, electrical, welding and motor), a mobile crane, a fork lift and a tug Linder. The port yard was of natural ground which required paving.

During the time of the visit, MV Mwanza (New ship of 1,200 passengers and 300tons cargo capacity) was under construction on the slipway while MV Umoja the wagon ferry was undergoing major rehabilitation.



Figure 13: MV Mwanza under construction at a slipway in Mwanza South

There were Tanzania Railways and customs and other government agencies involved in cargo clearance offices within port but there was no radio communication system with mobile phones relied on to communicate to vessels and other ports.

The link span was in good working condition with the towers, winches, lights, fenders and all concrete structures in good condition.



## 4.8 Port Bell

Port Bell is located some 12km south of the city centre Kampala at coordinates 0°17'21.4"N 32°39'13.2"E at the head of the Murchison Bay; constructed in the 1960s as a railway wagon terminal, owned and operated by Uganda Railways Corporation. It was accessible by both meter gauge rail and road though the access road condition was poor.

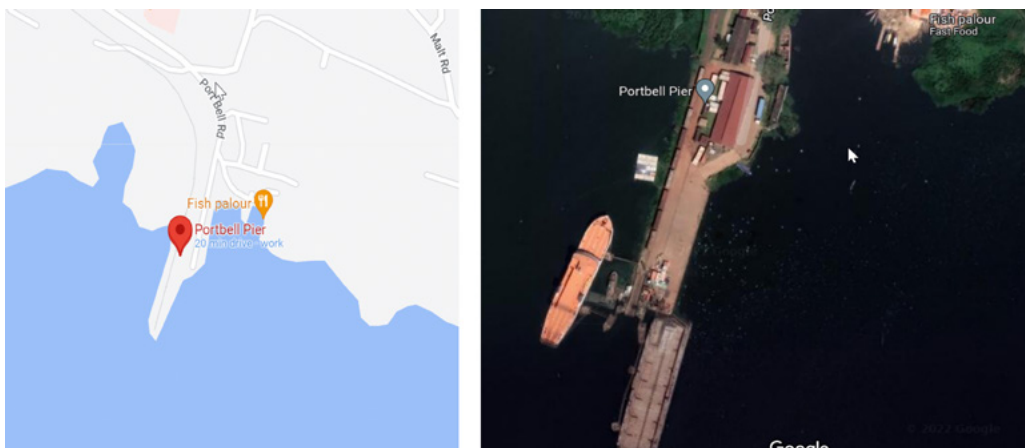


Figure 14: Google Maps Showing Location and Layout of Port Bell

The port had a pier (a sheet piled wall construction with a reinforced concrete deck constructed on reclaimed land) of about 70m in length and 20m width that acted as a causeway to the rail wagon loading dock. The pier had a linkspan with hoist towers, guide walls and berthing dolphins for mooring the wagon ferries and on the east of the pier was a berth of about 110m in length (meant to berth a dry dock but was being used to load/offload ships) with only about 70m of this length usable as the rest had silted and required dredging which had not been done in the past 20years. There was a wreck within the port berthing area that limited vessels' manoeuvrability especially to the general cargo berth.



Figure 15: Linkspan at Port Bell

Port Bell handled wagon ferries and general (loose) cargo to and from the ports of Mwanza South and Kisumu with a few calls to Bukoba and other small lake ports. Both imports and exports were handled with the main exports being drip water, steel construction materials from Roofings Group, household products, timber, cosmetics and medicines and imports mainly being refined petroleum (mainly diesel), fertilisers, WFP imports like wheat and peas. The port was also a gateway for supplies like fertilisers to the islands of Ssesse where palm cultivation was being practised.

The about 1.2hectares of port land was fenced off with access to the port limited and secured. MV Uhuru, MV Umoja (was under rehabilitation at the time of the activity), MV Kaawa and MV Pamba were the wagon ferries calling at the port in addition to other general cargo vessels doing break bulk cargo with capacities ranging between 120tons and 1,200tons.

There was one sheltered warehouse with a dilapidated workshop building that required urgent repairs. The yard was paved but very small allowing very limited vehicular movements at a time. The port also had a mobile crane but largely used for maintenance works not cargo handling.

The port had a 2,000ton capacity dry dock but didn't have any cargo handling equipment with stevedoring being manually done. Lighting in the port was not sufficient making it difficult to operate at night and there was no standby generator. There was no radio communication system installed with all communications done by mobile phones.



Figure 16: Port Bell Outlook as seen from the Linkspan

At the time of this activity, the port was handling about 20,000tons of cargo a month with only MV Kaawa operational among the wagon ferries in addition to other break bulk vessels.



There were staffed customs and immigration offices at the port with working hours being 8:00am to 5:00pm.

There were numerous and long delays reported in loading and offloading wagon ferries due to shortages in shunting locomotives.

## 4.9 Jinja Port

Jinja pier/port constructed in the 1960s as a rail-wagon terminal is located on the south tip of Jinja city and near the source of the Nile at coordinates 0°24'50.6"N 33°12'28.3"E. The port (sitting on about one hectare) was owned and operated by Uganda Railways Corporation having a link span (connected to the Jinja railway station by a meter gauge rail) and berth with quay length of about 80m.

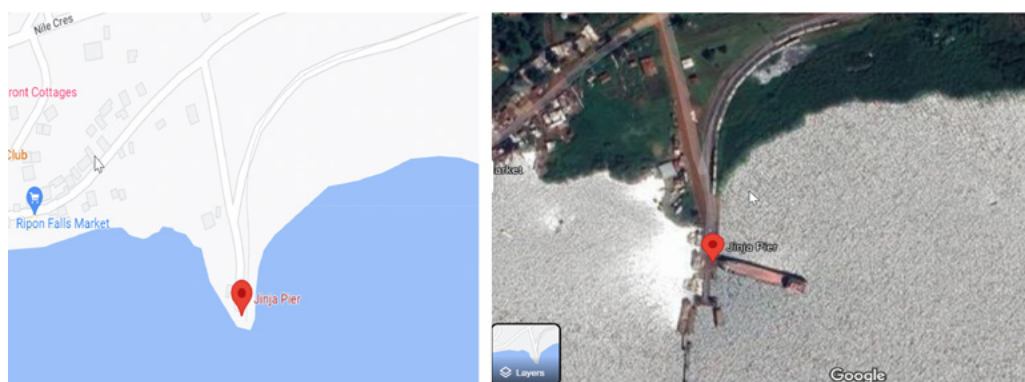


Figure 17: Google Maps showing location and Layout of Jinja Port

MV Uhuru and MV Kaawa were calling at the port in addition to other general cargo vessels like MV Norris and MV Mnanka. The main products shipped through this port were diesel, sugar, crude oil palm, cement and refined edible oil with the main ports of destination being Kisumu and Mwanza North and South.

The step and unpaved access road to the port was in bad condition. The port premises were not fenced with no proper gated and controlled access which posed a security risk. There were no sheltered warehouses and no port offices with the port manager being domiciled at the Jinja railway station. This also meant there were no staffed offices for customs and immigration requiring arriving crew to either go to town for clearances or calling officers to the port (which was reported as taking longer many times).



Figure 18: Linkspan guide walls with worn-out fendering

The port didn't have a paved yard/driveway with the existing marrum surface compromised due to poor drainage. The general cargo berth also wasn't in good condition calling for some remedial works to be done. Both the general berth and linkspan had overgrown vegetation (water hyacinth) with reported presence of snakes which was a health risk for the works and crew calling at the port.

The linkspan was in bad condition with floor timber structures evidently missing or worn-out which was a health hazard. The linkspan hoist tower winches required urgent service and the fendering system was in poor shape with missing fendering tyres, timber and fender holding chains and hooks. The guide walls didn't have any fendering and the berthing dolphin on which tag men operate from (guiding the vessels in/out) was leaning over indicating a failed structure. Some sections of the walkway to the dolphin were missing guardrails and there were no lights throughout the port meaning operating at night was very big risk.

There was no standby generator and the port neither had a firefighting plan nor did it have equipment like fire extinguishers and trained officers for the same. It was evident that there were acute shortages of shunting locomotives which meant that loading and offloading of wagons would take longer than necessary.



Figure 19: A truck drawing fuel from the wagon tank at Jinja Port due to lack of shunting locomotives

It was reported that a siding had been installed to one of the port's major clients Bidco Uganda Ltd manufacturing edible oils and soaps in addition to an existing siding to the Bulk Grain Handlers (Engano, Kengrow, Master grain, etc) which was expected to increase the port's throughput but required some remedial works to be done at the port and acquisition of additional locomotives for shunting to support such businesses.

## 5.0 Summary of Key Findings

Key findings were summarised in the table below with ratings ranging from very good to poor:

Table 2: Summary of Lake Ports Infrastructure and Procedures

|  | Kisumu     | Bukoba    | Kemondo Bay | Mwanza North | Mwanza South | Port Bell | Jinja  |
|--|------------|-----------|-------------|--------------|--------------|-----------|--------|
| <b>Port infrastructure</b>                     |            |           |             |              |              |           |        |
| State of access road                           | Very Good  | Very Good | Fair        | Fair         | Poor         | Poor      | Poor   |
| Port entry control                             | Very Good  | Good      | Fair        | Good         | Good         | Good      | Poor   |
| Size of traffic circulation area               | Very Good  | Very Good | Fair        | Good         | Very Good    | Fair      | Poor   |
| Yard surface                                   | Very good  | Very good | Bad         | Good         | Poor         | Good      | Poor   |
| Yard size                                      | Very good  | Very good | Very good   | Good         | Very good    | Fair      | Poor   |
| Sheltered storage                              | Fair       | Good      | Very good   | Fair         | Very good    | Fair      | Poor   |
| Quay length                                    | Very good  | Fair      | Very good   | Good         | Very good    | Fair      | Fair   |
| Quay quality                                   | Very good  | Good      | Very good   | Good         | Good         | Fair      | Fair   |
| Link span                                      | Yes        | No        | Yes         | No           | Yes          | Yes       | Yes    |
| Link span quality                              | Very good  | -         | Good        | -            | Good         | Fair      | Poor   |
| <b>Port Equipment</b>                          |            |           |             |              |              |           |        |
| Weigh bridge exists/capacity/condition         | None       | Very good | Very good   | Very good    | None         | None      | None   |
| Other weigh scales and capacities              | None       | Very good | Good        | Good         | None         | None      | None   |
| Quay/Mobile crane                              | None       | None      | None        | None         | One          | None      | None   |
| Reach stacker                                  | One        | None      | None        | None         | None         | None      | None   |
| Fork lift/port trucks                          | Three/four | zero/Four | None        | -            | -            | None      | None   |
| Dredger  | None       | None      | None        | None         | One          | None      | None   |
| Dry dock                                       | None       | None      | None        | None         | One          | One       | None   |
| Water hyacinth harvester                       | One        | None      | None        | None         | None         | None      | None   |
| <b>Support offices</b>                         |            |           |             |              |              |           |        |
| Port administration                            | Yes        | Yes       | Yes         | Yes          | Yes          | Yes       | None   |
| Customs  | Yes        | Yes       | Yes         | Yes          | Yes          | Yes       | None   |
| Immigration                                    | Yes        | None      |             | Yes          |              | Yes       | None   |
| Security                                       | Yes        | Yes       | Yes         | Yes          | Yes          | Yes       | None   |
| Main grid power connection                     | Yes        | Yes       | Yes         | Yes          | Yes          | Yes       | Yes    |
| Standby power source (gen-set)                 | No         | No        | No          | Yes          | No           | None      | None   |
| ISPS Compliant (No/Yes)                        | Yes        | Yes       | Yes         | Yes          | Yes          | Yes       | No     |
| Police boats                                   | Yes        | Yes       | No          | Yes          | Yes          | No        | No     |
| Fire engines                                   | No         | No        | No          | No           | No           | No        | No     |
| Fire extinguisher                              | No         | No        | No          | No           | No           | No        | No     |
| Stevedoring                                    | Manual     | Manual    | Manual      | Manual       | Manual       | Manual    | Manual |
| Bunkering                                      | Truck      | Truck     | Truck       | Truck        | Truck        | Truck     | Truck  |
| <b>Port Procedures</b>                         |            |           |             |              |              |           |        |
| Entrance restraint                             | Yes        | Yes       | Yes         | Yes          | Yes          | Yes       | No     |
| Entrance security checks                       | Yes        | Yes       | Yes         | Yes          | Yes          | Yes       | Yes    |
| Cargo scan                                     | No         | No        | No          | No           | No           | No        | No     |
| Declaration of weights                         | No         | Yes       | Yes         | Yes          | Yes          | No        | No     |
| Local MA notified of departure                 | Yes        | Yes       | Yes         | Yes          | Yes          | No        | No     |
| Pre departure notification of destination port | Yes        | Yes       | Yes         | Yes          | Yes          | Yes       | Yes    |
| Pre-arrival submission of documents            | Yes        | Yes       | Yes         | Yes          | Yes          | Yes       | Yes    |
| Pre arrival customs declaration                | Yes        | No        | No          | No           | No           | Yes       | Yes    |
| Pre arrival immigration declaration            | Yes        | -         | No          | No           | No           | No        | No     |

## 6.0 Maritime Policies

At the time of this activity, there was no lake-wide maritime transport policy that would give strategic direction on the initiatives, investments, maritime operations and overall guidance on the harnessing of the blue economy over Lake Victoria.

Kenya and Tanzania being coast states had in place the Merchant Shipping Acts 2009 (as amended) and 2003 respectively which regulated the maritime transport sub-sectors in the two countries. These Acts spelt out how they would be administered, the rights and restrictions to trading in the maritime space, registration and licensing of maritime operations, spelt out the proprietary interests in the registered national ships, the engagement, deployment and welfare of seafarers and the general safety aspects of maritime transport.

It was noted that these Acts also applied to the respective inland waterways of the two states and provided for the enactment of specific regulations to guide the inland water transport operations. They both provided for regulations to guide safety of navigation, cargo that may be carried, inspections and surveying, licensing mechanisms, issuance of safety certificates, safe manning for such vessels and any other matters that the responsible Ministers would deem necessary to regulate.

For Uganda, there was the Inland Water Transport Act 2021 which also guided on everything the Merchant Shipping Acts regulated but its application only limited to inland waterways of Uganda. The Lake Victoria Transport Act 2007 was in place also to guide the maritime transport but limited to Lake Victoria. This also had limited regulations limiting its application. It also applied to only vessels engaged in international voyages leaving out majority of the vessels of traditional build and small vessels commonly used for local travel in research, pleasure and personal transport.

Much as there were sufficient laws in place, there weren't sufficient regulations developed to guide all issues of inland water transport with the regulation of boats of traditional build (which are the majority on the inland waterways) still lacking. Due to this loophole, the small vessels of traditional build were feared to be causing most of the casualties on the lakes including Lake Victoria which affected the safety of navigation standings.

A synopsis of the application of some legislation was summarised below:

Table 3: Summary of Policy Outlook at Lake Ports

| Policies/legislation                 | Kisumu | Bukoba | Kemondo Bay | Mwanza North | Mwanza South | Port Bell | Jinja |
|--------------------------------------|--------|--------|-------------|--------------|--------------|-----------|-------|
| Inland water transport law           | Yes    | Yes    | Yes         | Yes          | Yes          | Yes       | Yes   |
| Port regulations                     | Yes    | Yes    | Yes         | Yes          | Yes          | No        | No    |
| PSC inspection checklists            | Yes    | Yes    | Yes         | Yes          | Yes          | No        | No    |
| FSC inspection checklists            | Yes    | Yes    | Yes         | Yes          | Yes          | No        | No    |
| Statutory Cargo Manifest             | Yes    | Yes    | Yes         | Yes          | Yes          | No        | No    |
| Statutory Passenger Manifest         | Yes    | Yes    | Yes         | Yes          | Yes          | No        | No    |
| Statutory Vessel departure clearance | Yes    | Yes    | Yes         | Yes          | Yes          | No        | No    |



## 7.0 Safety of Navigation on the Lake

It is a requirement by the Lake Victoria Transport Act 2007, the Inland Water Transport Act 2021, and the Merchant Shipping Acts 2003 and 2009 (as amended) for Tanzania and Kenya, that every master of a vessel MUST have on board UP-TO-DATE nautical charts, sailing directions, list of aids to navigation and tide tables. However, there were no reliable nautical charts available on Lake Victoria (available charts dated to 1901 with very limited updates), and no functional aids to navigation. There was little or no effective dissemination of information in respect of safe navigation, weather, and environmental protection. In addition, while all registered ships on Lake Victoria are provided with radios, none of the lake ports has any maritime assistance services of any kind.

This meant that there was no general weather synopsis, storm or other navigational warnings given to ships departing from any of the lake ports. Neither was the lake endowed with landfall lights, beacons, buoys, leading lines or other facilities that delineate headlands, ship routes, known dangers (including wrecks) or the fairways and approaches to ports.

The Lake Victoria Basin Commission (LVBC) through funding from the World Bank under the second phase of the Lake Victoria Environment Management Project installed some shore based lights but they were just not enough to improve water transport safety of navigation.

In addition, there was no established maritime search and rescue mechanism across the lake with the one being introduced under the Multinational Lake Victoria Maritime Communication and Transport Project going quite slowly.

This state of affairs exposes existing ships to enormous dangers and highly discourages potential high carrying-capacity investment on the lake.

## 8.0 General Observations

Overall, it was observed that:

- i. There was latent demand for the lake transport services that needed to be activated by a couple of interventions including marketing, increased carrying capacities by deploying more vessels (containerised ones too), improving ports' infrastructure to support business, streamlining processes and revisiting the old tariffs;
- ii. There were very limited active engagements amongst lake ports' stakeholders like port owners, port operators, fleet owners and operators, maritime administrations and shippers which manifested through uncoordinated development plans for the lake transport services;
- iii. The lack of updated nautical/hydrographical charts of the lake was a serious limitation to the growth of the traffic volumes on the lake. This was noted amongst all lake stakeholders interacted with;
- iv. There was limited or no consideration given to health, safety and environment protection amongst all the lake ports;
- v. There was observed limited sharing of information with maritime administrations by the port operators. For example manifests for vessels departing or incoming into ports from especially other states were not shared with maritime administrations;
- vi. It was observed that port operation procedures and port regulations differed from one port to another with some ports accepting online line customs declarations while others demanding physical copies which sometimes causes delays in clearance;
- vii. Port State Control inspections (checklists) across the three countries were found to differ which could be source for disputes amongst maritime administrators in cases of non-compliances of vessels calling at either of the ports;
- viii. Port clearance procedures seemed different with statutory declaration requirements differing which could potentially arise conflicts;
- ix. Port handling equipment across the entire spectrum were lacking with stevedoring manually done which consumes lots of time and quite unreliable and sometimes more expensive;
- x. There was a breakdown of the VHF radio communication system with no port able to communicate to the other or to any ship at any time. Reliance on mobile phones wasn't observed to be the best practice;

- xi. The development of a lake-wide Search and Rescue system with the construction of search and rescue centres was found to be lacklustre with limited regional coordination. This would likely affect delivery timelines and synchronisation of the systems being developed by the three partner states;
- xii. Port infrastructure and vessels' development were largely unilateral with very limited information sharing from other partners' developments that would be required to communicate to each other. This approach was prone to developing capacities on one side of the lake which cannot be accommodated by the other partner state ports;
- xiii. KPA was constructing MV Uhuru 2 with expected completion date being august 2022. Marine Services Co. Ltd of Tanzania was also rehabilitating MV Umoja and constructing MV Mwanza both expected to launch by December 2022. In addition, Marine Services Co. Ltd was planning to develop a 3,000ton (50 wagons) Ro-Ro wagon ferry. Uganda was planning to develop four multipurpose vessels under the development of Bukasa Port project in addition to the four oil tankers being developed under the Mahathi Infra Services fuel deport project. All these were intended to increase carrying capacity on the lake. There was however no plans for containerised vessels yet there was urgent need;
- xiv. KPA was finalising phase one of the rehabilitation of Kisumu port with phase two planned which would see another 500m of quay length added and new warehousing facilities and container yard. TPA was planning to rehabilitate the ports of Bukoba, Kemondo bay, Mwanza (North & South) expanding their berth capacities and paved yards in addition to rehabilitating warehousing facilities in the short term. Uganda was planning do remedial rehabilitation works on port bell and Jinja pier as the Bukasa port project was being implemented.

## 9.0 Level of Service

After gathering all the information against the set question parameters, the weighted analysis of the level of service was computed for each port. This was calculated to indicate the percentage to which a port could facilitate the free flow of trade capturing the perceptions of the users, the physical and human infrastructure of the port to handle trade, the prevailing processes that facilitate trade and legal framework that guide lake transport. Below is a summary of the results with 100% being the most desirable level of service:

*Table 4: Summary Showing Level of Service*

| Port             | Kisumu | Bukoba | Kemondo Bay | Mwanza North | Mwanza South | Port Bell | Jinja  |
|------------------|--------|--------|-------------|--------------|--------------|-----------|--------|
| Level of Service | 55.33% | 43.59% | 43.00%      | 42.85%       | 51.99%       | 34.32%    | 19.27% |

## 10.0 Recommendations and Way Forward

From the key findings and observations during these activities, it is therefore recommended that:

- i. Hydrographical survey of Lake Victoria be conducted and nautical charts produced to illustrate the prevailing profiles and features of the lake. It would be important that this exercise is conducted for the entire lake at once and ISCOS takes lead of its coordination;
- ii. Port procedures be harmonised to remove any discrepancies amongst the Lake ports. This would include the harmonisation of Port State Control regulations and inspection checklists and statutory port declaration forms. It was recommended that ISCOS takes lead in coordinating these activities;
- iii. Member states' port landlords to expand and upgrade their port infrastructure (quay length and berth draught) to be able to berth bigger vessels (more than 3,000tons) being developed in sister ports;
- iv. Existing linkspans especially at Port Bell and Jinja pier were in dire need for rehabilitation works to offer the similar services offered at other linkspans on the lake;
- v. The construction of the four modern water vessels under the Bukasa Port project in Uganda be done earlier than had been planned to be able to close the shortfall in carrying capacity on the lake of especially containerised cargo. These vessels in the meantime could berth at existing ports as the construction of Bukasa port takes shape;
- vi. Expedite the deployment of the Regional Maritime Search and rescue system and the construction of maritime search and rescue centres across the lake in a coordinated manner to ensure interoperability of the systems being deployed;
- vii. Maritime Administrations and port landlords/operators ought to expeditiously acquire and deploy VHF radio communication systems across all ports as termination points for the easy communication with all flagged vessels;
- viii. More emphasis be put on regional coordination of the development of infrastructure and services on the lake to include all stakeholders (shippers, operators, regulators, etc) to avoid developing projects that could fail to offer complementary services to other sister ports on the lake;
- ix. Health, safety and environment (HSE) considerations be imbedded in all ports' operations with clear HSE plans developed, adopted and implemented at strategic level;
- x. There should be continuous dialogue amongst Lake Victoria stakeholders interacting to discuss matters of mutual interests. Forums organised by ISCOS were commended and recommended to be regularly held and expanded to capture all key stakeholders of the Lake transport;
- xi. ISCOS should profile all Lake Stakeholders with a view of growing into a single point source of information on any lake transport stakeholders.

## 11.0 List of Stakeholders Interacted with:

| No | Name                      | Organisation  | Designation                        | Contact   |
|----|---------------------------|---|------------------------------------|---|
| 1  | Mr. Wakasenza Stephen     | Uganda Railways Corporation (URC)<br>Plot 57, Nasser Road, Kampala                        | Chief Commercial Officer           | Mobile: +256 776 244 406<br>+256 704 004400<br>Email: <a href="mailto:s.wakasenza@urc.go.ug">s.wakasenza@urc.go.ug</a>  |
| 2  | Mr. David Musiime         | Uganda Railways Corporation (URC)<br>Plot 57, Nasser Road<br>Kampala                      | Senior Commercial Officer          | Mobile: +256 776 744 922<br>+256 702 744 920<br>Email: <a href="mailto:d.musiime@urc.go.ug">d.musiime@urc.go.ug</a><br><a href="mailto:Daudi.musiime@gmail.com">Daudi.musiime@gmail.com</a> |
| 3  | Mr. Robert Rwendeire      | Uganda Railways Corporation (URC)<br>Plot 57, Nasser Road, Kampala                        | Port Officer<br>Port Bell          | Mobile: +256 772 401 481  |
| 4  | Mr. Emuron Fanansio       | Uganda Railways Corporation (URC)<br>Plot 57, Nasser Road, Kampala                        | Port Manager<br>Jinja Port         | Mobile: +256 776 109 036<br>+256 704 906 828<br>Email: <a href="mailto:emuronfanansio@gmail.com">emuronfanansio@gmail.com</a>   |
| 5  | Mr. Martin F. Kyeyune     | Roofings Group<br>Entebbe Road, Kampala, Uganda   | Chief Corporate Affairs<br>Officer | Phone: +256 312 340 276<br>Mobile: +256 772 700 955<br>Email: <a href="mailto:martin.kyeyune@roofingsgroup.com">martin.kyeyune@roofingsgroup.com</a>  |
| 6  | Mr. Stuart Jason Mwesigwa | Roofings Group<br>Entebbe Road, Kampala, Uganda   | Marketing Manager                  | Mobile: +256 772 707 953  |
| 7  | Mr. Boniface Kipchirchir  | Stabex International<br>Nansana, Hoima Road<br>P O Box 70966, Kampala Uganda              | Operations Manager                 | Mobile: +256 703 502 811<br>+256 779 230 023<br>Email: <a href="mailto:Boniface@stabexinternational.com">Boniface@stabexinternational.com</a>   |
| 8  | Mr. Laxman Mendon         | Equator Shipping Line Uganda Limited<br>MNS House Kintale, Portbell Road Kampala, UGANDA. | Manager                            | Phone: +256-414-598638<br>Mobile: +256 757 144 704  |
| 9  | Mr. Ali Mzee              | Tanzania Shipping Agencies Corporation (TASAC) Bukoba                                     | Branch Manager                     | Mobile: +255 759 489594   |
| 10 | Mr. Denis Mapunda         | Tanzania Ports Authority (TPA) – Bukoba Port  | Port Manager                       | Mobile: +255 715616620  |
| 11 | Mr. Titus Majura          | Tanzania Ports Authority (TPA) – Kemondo Bay Port   | Port Manager                       | Mobile: +255 755 493 034  |



| No | Name                          | Organisation   | Designation  | Contact   |
|----|-------------------------------|--|--|---|
| 12 | Mr. Kaponta Abubakar          | Marine Services Company Limited<br>Kerondo Bay Port, Tanzania  | Branch Manager   | Office: +255 28 2503079   |
| 13 | Eng. Seleman Felician         | Tanzania Shipping Agencies Corporation (TASAC) –<br>Mwanza   | Marine Surveyor  | Mobile: +255 783 579 762<br>Email: <a href="mailto:seleman.felician@tasac.go.tz">seleman.felician@tasac.go.tz</a>   |
| 14 | Mr. Philemon Bagambilana      | Marine Services Company Limited<br>MSCL Head Quarters 2 <sup>nd</sup> Floor, Mwanza North Port<br>P O Box 2385, Mwanza, Tanzania   | Ag. CEO  | Mob.: +255 765 900 786<br>Office: +255 28 2502781<br>Email: <a href="mailto:philemon.bagambilana@mscl.co.tz">philemon.bagambilana@mscl.co.tz</a>                            |
| 15 | Mr. Anthony Stephen Nyamhanga | Marine Services Company Limited<br>MSCL Head Quarters 2 <sup>nd</sup> Floor, Mwanza North Port<br>P O Box 2385, Mwanza, Tanzania   | Operations Officer   | Office: +255 28 2502781<br>Mobile: +255 767 087 881<br>Email: <a href="mailto:Anthony.stephen@mscl.co.tz">Anthony.stephen@mscl.co.tz</a>                                    |
| 16 | Ms. Eugenia Pauline Punjila   | Marine Services Company Limited<br>MSCL Head Quarters 2 <sup>nd</sup> Floor<br>Mwanza North Port<br>P O Box 2385, Mwanza, Tanzania | Principal Marketing Officer                                  | Office: +255 28 2503079<br>Mobile: +255 754 562 067<br>Email: <a href="mailto:Eugenia.punjila@mscl.co.tz">Eugenia.punjila@mscl.co.tz</a>                                    |
| 17 | Ms. Doreen Minja              | Tanzania Ports Authority (TPA)<br>TPA Offices 2 <sup>nd</sup> Floor<br>Mwanza North Port, Tanzania                                 | Human Resources<br>Manager representing the<br>Ports Manager | Phone: +255 28 22541422<br>Mobile: +255 787 250 181<br>Email: <a href="mailto:pmmwanza@ports.go.tz">pmmwanza@ports.go.tz</a>  |
| 18 | Mr. Rolence Semanini          | Tanzania Railways Corporation<br>P O Box 875, Mwanza   | Ag. District Traffic Manager<br>– Mwanza                     | Office: +255 652 914930<br>Mobile: +255 784 293379<br>Email: <a href="mailto:rolencesemanini@gmail.com">rolencesemanini@gmail.com</a>                                       |
| 19 | Mr. Odanga Jacob              | Kenya Maritime Authority (KMA), Kisumu<br>Kenya  | Representing the KMA<br>Branch Manager, Kisumu               | Phone: +254 20 8005886  |
| 20 | Mr. Jezan Muhamad             | Kenya Ports Authority (KPA)<br>Mombasa Port, Kenya   | Senior Marketing Executive<br>(Business Development)         | Mobile: +254 721 213819   |
| 21 | Mr. Felix Ong'wen             | Kenya Ports Authority (KPA), Kisumu Port, Kenya  | Port Manager   | Mobile: +254 716 130 825  |
| 22 | Mr. Mohamed Noor              | Kenya Pipeline Company (KPC), Kisumu   | Ag. Deport Manager   | Mobile: +254 722 740 630  |
| 23 | Capt. Jotham Odera            | Kenya Coast Guard Service<br>P O Box 1192 – 40100<br>Kisumu, Kenya   | Inland Squadron<br>Commander                                 | Mobile: +254 721 263 678<br>Email: <a href="mailto:isqcommander@kcgs.go.ke">isqcommander@kcgs.go.ke</a><br><a href="mailto:jothamodera@gmail.com">jothamodera@gmail.com</a> |



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