ISCOS
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- ZAMBIA'S PUSH TO REVITALIZE SHIPPING INDUSTRY
- HARNESSING INLAND WATERWAYS IN THE DRC
- PROMOTING INTRA-AFRICAN SHIPPING PARTNERSHIPS

ISCOS 8TH ASSEMBLY
United for a Resilient & Sustainable Maritime Future

Kenya Tanzania Uganda Zambia DRC

OUR VISION

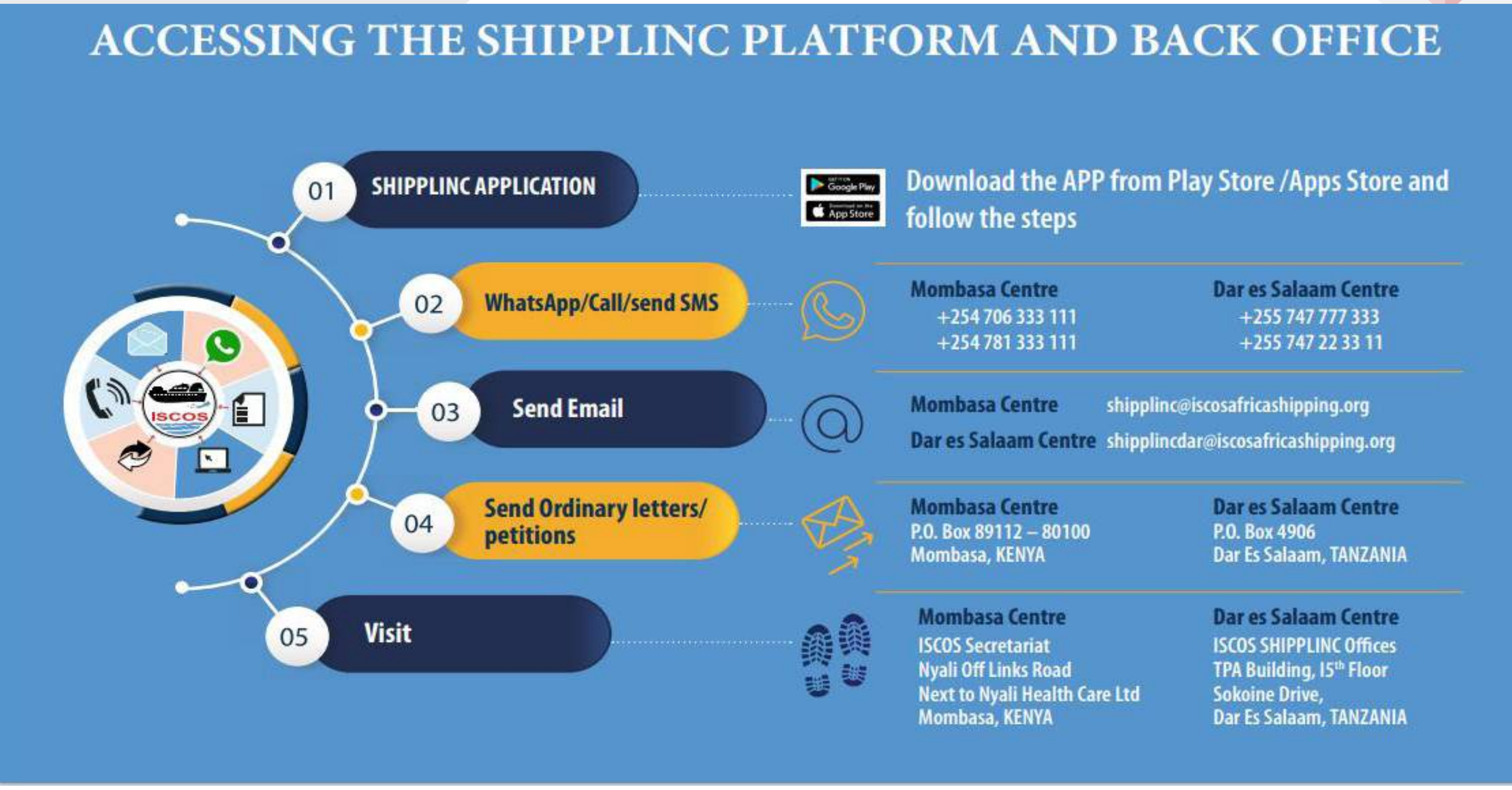
Africa's centre of excellence for shipping and maritime matters.

OUR MISSION

To promote and advocate for efficient and competitive shipping and maritime services for socio-economic development in eastern, central and southern africa.

Africa's Centre of Excellence for Shipping & Maritime Matters

Port Infrastructure, Productivity, and Efficiency are key to the cost of doing business.



EDITORIAL

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Uniting the Shipping and Maritime Interests of the Eastern, Southern and Northern Africa

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Word From

THE SECRETARY GENERAL

A NAUTICAL VOYAGE

Steering ISCOS Towards a Thriving Maritime Future

I extend a warm welcome and heartfelt thanks to you all for joining us on this remarkable journey. Your interest, unwavering support, and investment in our mission have propelled our organization forward, igniting progress in the maritime sector.

Today, as we cruise into the captivating waves of 2023, it is pivotal to reminisce on the significant milestones we've reached and the promising horizons that lie ahead. This year began with a powerful thrust forward. The assembly was attended by ministers and country representatives from 14 countries.

Member states agreed to adopt a new name for the organization, which will now be known as MOESNA (Maritime Organization of Eastern, Southern, and Northern Africa). This change not only mirrors the expanded geographical reach of our organization, but also underlines our broader regional mandate. The 8th Meeting of the ISCOS Assembly of Ministers culminated successfully, emphasizing our commitment to deepening regional collaboration. The spirit of cooperation, as underscored during the assembly, is instrumental as we strive to catalyze sustainable growth and prosperity in the maritime sector.

Riding high on the tide of this collaboration is our active involvement in the African Continental Free Trade Agreement (AfCFTA). The AfCFTA unfurls an exciting new chapter, promising a surge in intra-African trade and fostering an integrated economic landscape as we chart our course towards the transformative impact the agreement will have on regional trade. Simultaneously, ISCOS continues to advocate for a significant shift towards local and regional ownership of shipping lines. By placing the steering wheel firmly in our own hands, we inch closer to economic independence, gaining a more substantial foothold in our maritime destiny and creating more job opportunities. At ISCOS, our commitment to environmental stewardship remains unwavering.

This was demonstrated in our active participation in the recent convergence of maritime leaders at the 6th Association of African Maritime Administrations (AAMA) Conference and the International Maritime Organization's (IMO) conference on Low-Carbon Shipping in Africa, which marked a historic moment for Africa's maritime industry. Held under the common goal of sustainable development, the gatherings demonstrated Africa's commitment to shaping a greener and more inclusive maritime future.

In addition, on the sidelines of the AAMA conference, we signed an MOU with MOWCA to collaborate as regional maritime organizations.We are resolved to sail towards a sustainable future, championing eco-friendly shipping practices that preserve our planet while promoting efficient trade.

This commitment to sustainable practices is mirrored in our approach to social sustainability. Navigating the vast sea of the maritime sector is a voyage of discovery, challenge, and opportunity. With each wave we ride, we draw closer to our shared vision of a thriving, sustainable, and inclusive maritime sector in Africa. As we chart our course forward, your continued support is the compass that guides our direction.

In conclusion, I extend my deepest gratitude to you for boarding this extraordinary vessel with us. Together, let's set our sights on making even greater strides in the maritime sector in 2023 and beyond.

May we continue to navigate these exciting waters together.

Daniel M. Kiange, Secretary General
Intergovernmental Standing Committee on Shipping (ISCOS)

The 8th Meeting of the ISCOS Assembly of Ministers, March 2023, Livingstone, Zambia

ISCOS ASSEMBLY

United for a Resilient and Sustainable Maritime Future

The 8th ISCOS Assembly of Ministersmeeting culminated in a series of landmark resolutions aimed at fortifying the maritime transport sector and fostering regional cooperation. The meeting was an active congregation of maritime experts and technical officers from regional states who met in a pivotal consultative meeting held in Livingstone, Zambia.

Recognizing shipping as a cornerstone of global trade, the consultative meeting underscored the need to enhance the maritime sectors capacity, especially in Africa. The assembly took note of Africas current contribution of 6% to global seaborne cargo and the potential for future growth, particularly given the increasing rate of seaborne trade within the African continent.

One key outcome of the ISCOS assembly was the call to action for regional governments tocreate an environment fostering private sector investment in the maritime sector.

A highlight of the meeting was the unanimous decision to rename ISCOS to better reflect its expanded regional mandate to the Maritime Organization of Eastern, Southern, and Northern Africa (MOESNA). This change mirrors the broadened scope of the organization's work, including the encompassing of new geographical regions and maritime concerns.

This stems from a shared understanding that shipping, as a complex and international industry, requires collective efforts and mutual support among regional states, as opposed to unilateral measures, this would enhance the growth of the maritime transport subsector, improving regional connectivity and the global employability of the regions graduates and seafarers. The assembly further resolved to continue dialoguing as Maritime Experts and Technical Officers. This dialogue will focus on harmonizing policies, legislation, and infrastructure development plans.

The setting up of a committee under ISCOS was recommended to fast-track regional maritime development initiatives such as collaborating in

exploiting the vast coastal and inland water transport resources across the region. There was a particular focus on projects like the navigation line between Lake Victoria and the Mediterranean Sea through River Nile, which could improve maritime connectivity for land-linked states in the region, providing better access to international markets and significantly reducing transport costs.

Recognizing the role of training, the assembly encouraged regional maritime training institutions to harmonize their curricula, ensuring they deliver internationally recognized qualifications. Moreover, the assembly endorsed the decarbonization agenda, emphasizing the importance of adopting greener technologies in the shipping and maritime industry to counteract global warming.

The meeting also saw the strengthening of the mandate of ISCOS. As a coordinating agency, ISCOS is expected to develop a Regional Maritime Transport Policy. This will guide investment promotion, data collection and usage, incentivization of the private sector, legislation mechanisms, and general governance in shipping and maritime industry.

In addition, ISCOS is tasked with leading efforts to establish bilateral recognition of training certificates, enhancing maritime safety and security, and preventing pollution. It also aims to facilitate the collection and sharing of industry data and statistics, thereby guiding stakeholders in making informed decisions.

Overall, the assembly highlighted the crucial role of regional collaboration in addressing maritime issues, promoting joint investments, and harmonizing policies. This unified approach is expected to address the shortcomings of unilateral actions and foster a robust shipping and maritime industry in the region. This meeting sets a significant milestone in maritime development in the region, heralding a new era of collaborative efforts towards achieving sustainable and equitable maritime growth.

RACING AGAINST TIME

UNCTAD URGES BOLD ACTION TO SAVE DEVELOPING ECONOMIES FROM $800 BILLION PITFALL

UNCTAD Calls for Bold International Economic Agenda to Avert Another lost decade for developing countries

The United Nations Conference on Trade and Development (UNCTAD) sounded a warning bell in its latest Trade and Development Report Update.

The report indicates that developing nations are facing significant financial challenges as global economic growth slows amidst rising financial instability.

The international body estimates that interest rate hikes could result in a staggering $800 billion in lost income for these countries in the coming years. They predict global growth to drop to 2.1% in 2023, down from the 2.2% projected in September 2022, assuming that financial impacts from higher interest rates can be controlled.

Rising debt levels and climbing servicing costs are squeezing productive investment in both the public and private sectors of many developing countries. UNCTAD reports that 81 developing nations, excluding China, experienced a 7% average decline in international reserves in 2022. Increased borrowing costs have also been observed, with sovereign bond yields rising from 5.3% to 8.5% for 68 emerging markets.

Debt distress is causing a widening inequality and a deepening development crisis, with 39 countries paying more to their external public creditors than what they received in new loans. In turn, this has a negative effect on public investments and social protection. UNCTAD warns that even if financial conditions stabilize, the slowing economic growth and end of the "cheap money era" signals future rounds of debt distress.

Food prices also feature heavily in the report, with high prices caused by large profit margins and market concentration hurting developing countries. Despite a decrease in overall inflation, food inflation remains high, with it accounting for 25% to 62% of the headline figure in early 2023.

UNCTAD is calling for an ambitious agenda to address these issues. This includes an overhaul of global debt architecture, greater liquidity, and more robust financial regulations. Specific measures include the establishment of a multilateral debt workout mechanism, a registry of validated data on debt transactions, and improved debt sustainability analyses that incorporate development and climate finance needs.

The ongoing IMF-World Bank meetings could serve as an opportunity to strengthen development finance and address liquidity constraints. The issuance of new Special Drawing Rights (SDRs) worth at least $650 billion would be a positive first step towards alleviating heavy debt burdens. G20 nations have also pledged to recycle at least $100 billion of their unused SDRs, a commitment that should be fulfilled to further support global economic recovery.

With annual growth projected to fall below pre-pandemic levels, the effects on developing economies could be potentially devastating. This could lead to a deepening cost-of-living crisis and further magnify global inequalities. As the world grapples with this crisis, the recommendations and insights provided by UNCTAD will likely be of paramount importance in shaping global economic strategies and policies.

About UNCTAD: UNCTAD is the UN's trade and development body. It supports developing countries to access the benefits of a globalized economy more fairly and effectively, providing analysis, consensus-building, and technical assistance to help these countries use trade, investment, finance, and technology as vehicles for inclusive and sustainable development.

CHARTING A NEW COURSE FOR AFRICAN TRADE

Key takeaways from the 2023 TRALAC annual Conference

The tralac Annual Conference 2023, held in Rwanda, served as a strategic forum where government officials, trade professionals, and entrepreneurs crafted an effective agenda for the African Continental Free Trade Area (AfCFTA). The focus was on optimizing the trade agreement to stimulate intra-African trade.

Key participants included the tralac Board Chair, Dr. George Lipimile, Secretary General of the AfCFTA Secretariat, H.E. Wamkele Mene, and Rwanda's Minister of Trade and Industry, Dr. Jean Chrysostome Ngabitsinze. They highlighted the importance of AfCFTA's successful implementation and the role of member countries in its execution.

The conference featured comprehensive discussions on topics such as Africa's global context, AfCFTA updates, industrialization through value chain development, and dispute resolution mechanisms. Experts also discussed the role of women, youth, and digital trade within AfCFTA.

The Council of Ministers, composed of trade ministers or their representatives from member states, will monitor and guide the AfCFTA's implementation at various levels. Acknowledging the diversity in

economic development among the 54 countries, effective decision-making will require compromise and time.

The conference emphasized the significance of the AfCFTA in encouraging domestic and foreign investments through liberalized market access and harmonized trade rules. The discussion also underlined the need for enhancing trade facilitation measures, such as customs cooperation, transportation infrastructure, and logistics.

The role of maritime trade was given due recognition, with the conference emphasizing the need to leverage the AfCFTA to bolster intra-African maritime trade. This would involve reducing trade barriers, simplifying customs procedures, and promoting port infrastructure investments.

The conference also highlighted successful public-private partnership models across Africa, emphasizing their positive impact on trade facilitation and infrastructure development. Notable initiatives included the upgrade of the Beitbridge Border, a critical trade gateway between South Africa and Zimbabwe, which is expected to significantly improve trade facilitation.

Investment in efficient transport infrastructure and logistics was emphasized as critical for facilitating intra-African trade. Furthermore, digital solutions for simplifying and automating trade procedures were identified as key enablers of efficient trade flows.

Challenges such as power supply shortages, poor internet connectivity, and legislative inconsistencies were identified as barriers to trade facilitation. The conference proposed improving infrastructure, simplifying trade procedures, and harmonizing customs formalities to overcome these obstacles.

The conference concluded with a call to action for African countries to embrace collaboration, innovation, and shared objectives to enhance trade facilitation, stimulate economic growth, and foster regional integration. The tralac Annual Conference served as a significant step in this direction, laying the groundwork for a prosperous, interconnected African continent through the AfCFTA.

THE UNSUNG HEROES OF SHIPPING

How Ship Agents Save You Money

Have you ever paused to consider how your latest store-bought purchase made its way to you? Whether you're buying wheat, fertilizer, fuel, or even a gadget, there's a high chance it was transported to your location via a ship, crossing miles of ocean. Roughly 95% of items by tonnage worldwide are shipped this way.

Once a cargo-laden ship docks at a port, ship agents are responsible for ensuring a swift, cost-effective stay. Their efficiency directly impacts the cost of imported goods, and therefore, your shopping bills. But how exactly do they help you save money?

When products are imported into Kenya, various costs come into play. These include the cargo's cost, shipping charges (freight), port dues, customs duties, and other government levies. While cargo prices are determined by global market trends and customs duties are government-regulated, shipping freight costs can be negotiated. They are influenced by the efficiency of the transportation and delivery system. Ship owners charge cargo owners freight based on tonnage for sea transport. This charge, dictated by a charter party agreement, includes a specified number of days at each port for loading and unloading cargo. However, if the cargo owner exceeds this timeframe, they are fined, and this additional cost is termed 'demurrage.'

Demurrage is an avoidable yet unexpected expense that cargo owners never intend to pay. In Kenya, just like globally, the vessel charterer often passes on any demurrage cost to the local Kenyan cargo receiver. This additional burden then trickles down to consumers, who face increased product prices in stores.

Ship agents serve as invaluable assets in this chain by minimizing the ship's port stay and consequently reducing potential demurrage. This, in turn, results in cost savings for charterers, local receivers, and ultimately, you, the consumer.

Efficiency is the key to a ship agent's role. They coordinate with the Port Authority to secure the most efficient berth, ensure proper documentation is in place well in advance, and liaise with various authorities to facilitate smooth cargo discharge upon the ship's arrival.

In cases of unforeseen issues such as lack of truck availability, port equipment failure, or delays in government processes, a ship agent's efforts might still face hurdles. This is where organizations like KSAA step in, advocating for streamlined procedures, efficient systems, and improved cargo handling at Kenyan ports.

By enhancing efficiency and reducing demurrage risks, KSAA and ship agents directly contribute to keeping your shopping costs low. They champion the drive for improved port systems, helping to ensure the affordability of goods and enhancing the quality of life for Kenyans.

As you learn more about the importance of their role, it's clear that ship agents and organizations like KSAA are the unsung heroes of the shipping industry. Working tirelessly behind the scenes, they keep the global trade wheels turning and ensure your favorite products land safely in your shopping basket.

Author: KSAA Secretariat.

ZAMBIA'S PUSH TO REVITA & BOOST MA

Surrounded by eight countries and lacking direct access to the sea, Zambia is embarking on a bold journey to revitalize its shipping industry and propel its maritime trade to new heights.

Zambia's ambitious push to overcome geographical constraints, capitalize on its navigable waterways, and unlock the untapped opportunities that lie within its borders is key for maritime trade in the African continent. Landlocked countries often face significant challenges when it comes to participating in maritime trade.

Zambia, located in Southern Africa, is one such nation that has historically encountered barriers to maritime commerce due to its lack of direct coastal access. However, the Zambian government is now making determined efforts to revitalize its shipping industry and unlock the potential of maritime trade. With a strategic vision and a series of ambitious initiatives, Zambia aims to harness its natural resources, strengthen regional connectivity, and establish itself as a key player in the African maritime sector.

Having no direct access to the sea, Zambia greatly depends on ports for conducting international trade. Throughout its history, Zambia has heavily relied on neighboring nations like Tanzania, Mozambique, and South Africa to facilitate its import and export operations. Nevertheless, this reliance has proved to be expensive and poses significant logistical obstacles. Recognizing the need for a more efficient and cost-effective trade route, the Zambian government has embarked on an ambitious plan to develop inland waterways as an alternative transport option. The primary focus is on the Zambezi River, which flows through the country, offering immense potential for waterborne transportation.

By improving the navigability of the river and developing port infrastructure, Zambia aims to reduce its reliance on neighboring countries and establish direct access to international markets.

To facilitate the revitalization of its shipping industry, Zambia is investing heavily in infrastructure development and port modernization. The country plans to construct new ports along the Zambezi River, including the proposed Mpulungu Port on Lake Tanganyika, which would serve as a crucial gateway

LIZE ITS SHIPPING INDUSTRY RITIME TRADE

for maritime trade.

The Port of Mpulungu is Zambia's sole port on Lake Tanganyika. Adjacent to the port lies Ngwenya market, a bustling landing site and marketplace primarily catering to informal trade. Numerous smaller landing sites also dot the Zambian landscape. Between 2017 and 2030, the total traffic through the Port of Mpulungu in Zambia is expected to grow from around 172,000 metric tons to 422,400 metric tons, respectively. As at 2016, the port handled an average of 50,000 tons annually of cargo, mostly sugar and cement.

The Port of Mpulungu primarily facilitates trade with Bujumbura and ports in the Eastern Congo, while Ngwenya market serves domestic landing sites as well as those in Tanzania and the Democratic Republic of Congo, reaching up to Kasanga and Moba, respectively. Situated approximately one thousand kilometers away from Lusaka, Mpulungu maintains connectivity with the rest of Zambia through the Great North Road.

These ports will be equipped with state-of-the-art facilities and technology to handle cargo efficiently and enhance connectivity with global shipping networks.

"I am happy to announce that plans to transform the port into a modern fourth-generation port will soon become a reality. This is a multi-million-dollar investment which will expand the capacity of MHCL to handle cargo and establish it as a key player on the Lake Tanganyika Transport Corridor, while creating more jobs." Said Mr. Mateyo Kaluba, IDC Group CEO.

Furthermore, Zambia is focusing on enhancing its existing port facilities. The Port of Dar es Salaam in Tanzania and the Port of Durban in South Africa are vital transit hubs for Zambian exports and imports. Strengthening cooperation with these neighboring countries, Zambia is working towards streamlining customs procedures, improving road and rail connectivity, and ensuring seamless flow of goods between ports and landlocked regions.

Zambia also recognizes the importance of regional

> Zambia is working towards streamlining customs procedures, improving road and rail connectivity, and ensuring seamless flow of goods between ports and landlocked regions.

initiatives led by regional organizations such as the Southern African Development Community (SADC) and the Common Market for Eastern and Southern Africa (COMESA). Through these platforms, Zambia seeks to collaborate with other countries in the region to develop a comprehensive framework for efficient cross-border transportation, harmonized regulations, and improved trade facilitation.

The push to revitalize shipping industry in Zambia is part of a broader vision for economic diversification and sustainable development. By harnessing the potential of its abundant natural resources, including copper, cobalt, and agricultural products, the country aims to become a key player in the global maritime trade landscape. The government's initiatives are aligned with the African Union's Agenda 2063, which envisions an integrated and prosperous Africa with seamless connectivity and trade opportunities.

The revitalization of Zambia's shipping industry will have far-reaching benefits for the country's economy. Increased maritime trade will not only drive economic growth but also generate employment opportunities, stimulate infrastructure development, and attract foreign direct investment. Moreover, by expanding its presence in the maritime sector, Zambia can diversify its economy, reduce its dependence on traditional industries, and foster innovation and technological advancements.

Zambia's unwavering commitment to revitalizing its shipping industry and boosting maritime trade is poised to usher in a new era of economic growth and opportunity. Through strategic investments in infrastructure development, policy reforms, and regional collaborations, the landlocked nation is surmounting geographical challenges and harnessing the immense potential of its waterways.

As Zambia positions itself as a maritime hub in Southern Africa, the benefits of enhanced connectivity, expanded trade networks, and job creation will reverberate throughout the nation, opening doors to a brighter future. With determination and a clear vision, Zambia stands ready to navigate the seas of progress and forge a prosperous path on the global maritime stage.

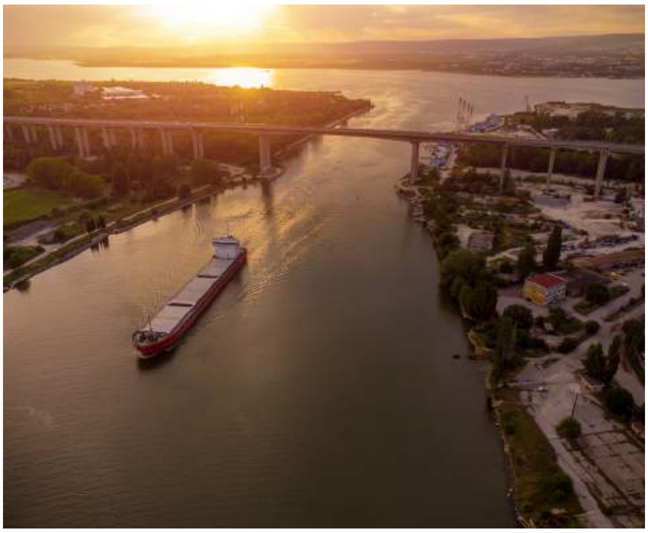
UNLOCKING ECONOMIC GROWTH

Harnessing Inland Waterways in the DRC and Zambia

Situated in Africa's heart, the Democratic Republic of Congo (DRC) and Zambia are rich in untapped water resources. The potential of these inland waterways, including trade enhancement, regional integration, and sustainable economic development, has sparked new discussions.

The DRC's extensive network of over 15,000 kilometers of navigable waterways, mainly the Congo River and its tributaries, presents exceptional potential. Kinshasa, the continent's largest inland port, is strategically positioned along this river, facilitating transport of passengers and goods. However, infrastructure suffers due to inadequate maintenance and conflict.

Similarly, Zambia's significant water resources, including the Zambezi and Kafue Rivers and Lake Tanganyika, offer substantial potential for waterway transportation. The Zambezi River, providing access to neighboring countries like Zimbabwe, Botswana, and Mozambique, holds the promise of enhancing trade links and fostering economic growth.



Robin Miller of Real Estate Investments Zambia (REIZ) emphasized that being landlocked could be an advantage, contrary to historical views, due to the opportunity it offers for leveraging inland waterways. Both countries have shown commitment to develop their waterways further. In the DRC, efforts center around improving navigation along the Congo River and upgrading the crucial Port of Matadi, the country's primary international trade hub. Similarly, in Zambia, proposals are in place for enhanced navigation along the Zambezi River and bolstering infrastructure around Lake Tanganyika.

Nevertheless, both countries confront historical and infrastructure development challenges. However, transforming these waterways could have significant economic benefits, providing a cost-effective, eco-friendly mode of bulk cargo transportation, thereby reducing transportation costs, promoting trade integration, and attracting foreign investment.

To achieve this, both nations plan to invest in infrastructure, including navigational aids, port and terminal construction, and waterway maintenance. International organizations and regional bodies could provide expertise, funding, and policy support for these projects, while public-private partnerships may play a pivotal role in financing and execution.

Furthermore, the countries need to establish efficient governance mechanisms and a robust regulatory framework to create a conducive environment for private sector participation and ensure safety.

Finally, while these developments are promising, balancing environmental and social concerns is imperative. Measures such as conducting environmental impact assessments, protecting biodiversity, and engaging with local communities will help foster sustainable development.

With investment in infrastructure, environmental sustainability, and regulatory frameworks, the DRC and Zambia are poised to utilize their inland waterways strategically, enabling them to unlock their maritime potential and embark on a sustainable development path.

BRACING FOR THE STORM

Cyber security Trends & Threats to Watch in 2023

In an increasingly interconnected world, cyber security is a matter of paramount concern for both large enterprises and government institutions. Given the rapid escalation and sophistication of cyber threats, staying ahead of potential risks is a daunting task.

This article, based on an advisory by Serianu Cyber Security, outlines emerging threats to help organizations strengthen their digital defenses and prepare for a year of significant challenges in the cyber realm.

As we delve into 2023, businesses should brace themselves for evolving cyber threats. A worrying trend sees cybercriminals weaponizing the media to blackmail organizations. They publicly disclose supposed data leaks and subsequently purchase initial access to already compromised firms on the darknet. The rise of the Malware-as-a-Service model and cloud-based attacks are further complications to consider.

This public-facing exposure creates a dual dilemma, threatening not only individual privacy but also the reputation of companies. For large enterprises and governmental entities, acknowledging and addressing these potential threats will be crucial to navigating the digital landscape in the upcoming year.

TRENDS IN CYBER THREATS

Public Blackmail: In a disconcerting trend, hackers publicly post about successful security breaches, complete with countdown timers for data leak disclosures. Such public proclamations mean the hackers reap rewards regardless of the victim's response, as the data can also be auctioned on the dark web for amounts often exceeding the initially demanded ransom.

Fake Data Breach Reports: Lesser-known actors may claim false breaches to boost their reputation. Whether or not a breach has occurred, such allegations can harm the affected organization. Rapid identification and response are vital to mitigating the damage from such misinformation.

Personal Data and Corporate Email Breaches: The use of work email addresses for third-party site registration puts corporate cybersecurity at risk, as these details could be exposed in data leaks. The public accessibility of such data can incite cybercriminal activity and provide lucrative opportunities for phishing and social engineering attempts.

Malware-as-a-Service and Cloud-Based Attacks: The rise of malware-as-a-service tools, where non-technical cybercriminals can command an attack, is expected to fuel a surge in ransomware attacks. Increased digitalization heightens the risk of cloud-based attacks, while cybercriminals will likely seek to exploit compromised organizational data available on the dark web.

Recognizing a Ransomware Infection

Ransomware infections are commonly spread through phishing emails containing malicious attachments, drive-by downloading, and social media. Newer methods exploit vulnerable web servers and applications, providing an entry point to an organization's network. Indicators of such an attack may include unexplained slowdowns or malfunctions, suspicious changes to files, unauthorized data extraction or encryption, and explicit splash screen messages.

Protecting Against Ransomware

Key protective measures include employing a robust data backup and recovery plan, keeping operating systems and software up-to-date, maintaining current anti-virus software, restricting user permissions, avoiding macro-enabling email attachments, and not following unsolicited web links in emails.

It's important to note that paying the ransom doesn't guarantee the release of files. Particularly with sophisticated ransomware forms like Cryptolocker or Cryptowall, the victim may have no recourse to regain their data without payment.

Responding to a Ransomware Infection

If you suspect a ransomware infection, disconnect from networks and external devices immediately and report the incident. The sooner you act, the better you can limit the damage and recovery costs.

In conclusion, vigilance and preparation are essential in this rapidly evolving cyber landscape. Organizations should actively monitor their digital footprint, prepared to investigate and respond to incidents swiftly.

While it's not always possible to halt attackers before they breach a perimeter, limiting the potential damage is an achievable goal. Share any information related to Email Security with us at info@serianu.com to help us analyze any indicators of compromise (IoC).

Joseph Mathenge, COO of Serianu LTD, urges everyone to be vigilant and proactive in the face of these cyber threats. In this battle, knowledge is power, and staying informed is the first line of defense.

I. MESSINA (K) LTD: An Exceptional Shipping Agency Bolstering the East African Maritime Sector

Capt. Cav.Giuseppe Fedele, Regional CEO receives an East African Maritime award from the former Kenya Ports Authority Managing Director Dr. Daniel Manduku after I. Messina (K) Ltd was voted 1stRunner-up in the best Shipping Category

Established on April 24th, 2008, I. Messina (K) Ltd is a renowned shipping agency with a rich lineage in maritime services. Our core mission is to act as the primary agent for our parent company, Ignazio Messina & C.S.p.A, headquartered in Genova, Italy. We take pride in representing the brand across the East African Region, with well-established offices in Kenya (Mombasa and Nairobi), Tanzania (Dar-es-Salaam), and Uganda (Kampala). Our strategic positioning allows us to deliver cost-effective, reliable, and quality service to our esteemed clientele both locally and internationally.

Our Mission: I. Messina (K) Ltd is dedicated to providing superior, safe, and transparent services, underpinned by the highest standards of professionalism and integrity, to our valued customers.

Our Vision: Our aspiration is to be a recognized leader in the shipping sector across the regions we operate, distinguished by the shortest transit and fastest turnaround times.

I. Messina (K) Ltd has marked several significant achievements over the years. We have earned our status as a registered shipping agency with the Kenya Maritime Authority (KMA) and the Kenya Ship Agents Association (KSAA), adhering to all local regulatory requirements, as well as shipping and maritime regulations. Notably, we received the "Best Shipping Agency" award at the 2018 East African Maritime Awards (EAMA).

We proudly represent Ignazio Messina & C.S.p.A, the sole Roll-On/Roll-Off (RORO) Line in the entire region. Each vessel under our purview is equipped with a scrubber to reduce carbon/gas emissions, supporting the global movement towards a greener environment.

Our operational capacity extends to handling substantial project cargo destined for neighboring countries, consigned to various private customers, governments, and non-governmental organizations. This makes us an integral component in driving

Dr. Ignazio Messina, CEO Ignazio Messina, Italy(Squatting in light-blue jacket in the middle) Luca Cantoro, ESA Line Manager (Standing 1st Left) Capt. Cav. Guiseppe Fedele, Regional CEO Standing 2nd left) posing for a group picture with the I.Messina (K) Ltd Mombasa

regional economic development. Our continued success stems from our solid reputation and services, which have been recognized and appreciated over the past decade.

Operational Excellence: Our principals, Ignazio Messina & C.S.p.A, ensure all RORO vessels are equipped with state-of-the-art, specialized equipment. This enhances our operational efficiency, not only at the Port of Mombasa but across other ports as well. As a result, our valued customers and stakeholders benefit from faster turnaround and shorter vessel transit times.
Our unique RORO Line operates within the region, offering direct service from the Mediterranean Ports to East and South African ports, and vice versa, without transhipment. We do so with unparalleled speed, making our service cost-effective. Additionally, our efficient operation at the Port of Mombasa is facilitated by Kenya Ports Authority (KPA) dedicating berth number 1 to our RORO vessels.

Customer Focus: As a service-oriented company, we believe that customers are our most important stakeholders. We always strive to understand their needs and exceed their expectations by delivering personalized, effective shipping solutions.
Social and Corporate Responsibility: As part of our commitment to the community, we offer students from various institutions the opportunity to gain hands-on experience in the shipping industry. We also partner with colleges offering shipping-related courses to provide students with practical exposure. This initiative helps identify potential candidates to fill vacancies within our organization, hence creating employment opportunities.
Recently, our Regional Managing Director, Capt. Cav. Giuseppe Fedele, was honored by the Italian Embassy for strengthening business relations between Kenya and Italy. He also received a Certificate for participating in the first Maritime Technology Cooperation Centre Africa (MTCC Africa) National Workshop on Capacity Building for Climate Mitigation in the Maritime Shipping Industry.
With Ignazio Messina & C.S.p.A's historic ties to East African ports, particularly Mombasa and Dar Es Salaam, dating back to 1935, we recognize the strategic importance of the Port of Mombasa and Kenya's conducive business environment. As the local agent for Ignazio Messina & C.S.p.A, we are enthusiastic about promoting Mombasa port and advocating for it as a regional hub.

CHARTING AFRICA'S MARITIME FUTURE

Steering towards Decarbonization and Equal Opportunities

The recent convergence of maritime leaders at the 6th Association of African Maritime Administrations (AAMA) Conference and the International Maritime Organization's (IMO) conference on Low-Carbon Shipping in Africa marked a historic moment for Africa's maritime industry.

Held under the common goal of sustainable development, the gatherings demonstrated Africa's commitment to shaping a greener and more inclusive maritime future.

Kenya's Cabinet Secretary for Mining, Blue Economy and Maritime Affairs, Salim Mvurya, emphasized the abundant opportunities in Africa's "Blue Economy", calling for concerted efforts to tap into its potential. The twin conferences spotlighted a myriad of pertinent issues such as maritime administration, climate action, and the promotion of gender equality in the industry. Long deemed a male-dominated sector, the maritime industry has started to see the tide turn, with an increasing number of women making waves in this field. Encouragingly, the IMO data shows a rise in female representation to approximately 2%, reflecting the industry's growing acknowledgment of women's crucial roles.

Alongside discussions on equality, the IMO also

spearheaded crucial dialogues on low-carbon shipping practices. Attendees acknowledged the pressing need to tackle climate change within the sector, proposing strategies such as cleaner fuels, energy-efficient technologies, and enhanced vessel designs. Renewable energy solutions, including solar and wind power, were also explored as alternatives to power ships and lessen reliance on fossil fuels.

Kwaku Asiamah, Minister of Transport Ghana, underscored the magnitude of change required, stating, "The reduction of shipping carbon footprint

will require tremendous changes in how ships are designed, built, operated as well as the need for training of a dedicated crew to operate these new vessels."

Despite its maritime potential, Africa faces several challenges, including inadequate infrastructure, funding limitations, and capacity gaps. The twin conferences served as a catalyst for these issues, encouraging collaborative efforts and innovation to unlock Africa's maritime prospects.

Highlighting the spirit of collaboration, several African nations inked Memoranda of Understanding, pledging to maritime cooperation, information sharing, joint training exercises, and setting up maritime research centers. This united front aims to bolster Africa's collective capabilities and tackle shared challenges.

John Omingo, KMA Ag. DG, expressed the sentiment of unity: "You can never be a maritime nation unless you work together as a team."

The takeaways from these conferences are set to influence the course of Africa's maritime sector. By endorsing sustainable practices, leveraging cutting-edge technologies, and advocating unity, Africa can surmount the odds and steer a thriving

maritime industry towards a sustainable future. The commitment to collaborate further cements Africa's maritime sector as a role model for environmental stewardship in shipping practices worldwide.

The conferences in Mombasa, Kenya, illuminated the pathway to a prosperous maritime, logistics, and shipping future for Africa. It is now up to maritime administrations to helm this journey, prioritizing

decarbonization efforts, seeking funding, and implementing energy-efficient measures to navigate towards growth. As the journey continues, the importance of collective action, innovation, and ongoing dialogue among industry stakeholders cannot be overstated.

> *By endorsing sustainable practices, leveraging cutting-edge technologies, and advocating unity, Africa can surmount the odds and steer a thriving maritime industry towards a sustainable future.*

THE GREEN TECH DIVIDE

UNCTAD Advocates for Coherent Policy Action to Empower Developing Nations

The United Nations Conference on Trade and Development (UNCTAD) has called for coherent policy action to enable developing countries to benefit from green technologies and seize the substantial economic opportunities they offer.

Green technologies, defined as those utilized to produce goods and services with reduced carbon footprints, are experiencing rapid growth. However, many developing countries could be left out of this promising surge unless governments and international institutions take decisive steps.

The Technology and Innovation Report 2023 by UNCTAD, published on March 16, paints a picture of widening economic inequality, as developed nations appear poised to reap most benefits of green technologies, such as artificial intelligence, Internet of Things and electric vehicles.

According to UNCTAD Secretary-General Rebeca Grynspan, "We are at the beginning of a technological revolution based on green technologies." She underscored the importance of developing countries capturing a larger share of the value being created in this technological revolution for their economic growth, warning that failing to ride this wave due to policy inattention or insufficient investment could have long-lasting negative implications.

The report estimates that the frontier technologies mentioned could create a market worth over $9.5 trillion by 2030, around three times the size of the current Indian economy. Nevertheless, developed economies are seizing most opportunities, widening the tech gap with developing countries.

In the past three years, developing countries' share of global exports fell from over 48% to under 33%, underlining the urgency of action required for these nations to tap into the burgeoning green technology market.

The report also introduced a "frontier technology readiness index" that illustrates the readiness of 166 countries to harness frontier technologies, including blockchain, drones, gene editing, nanotechnology, and solar power. The index highlights the fact that many developing countries are ill-prepared to utilize these technologies, particularly those in Latin America, the Caribbean, and sub-Saharan Africa.

Shamika N. Sirimanne, director of UNCTAD's technology and logistics division, stressed the need for proactive industrial, innovation, and energy policies targeting green technologies in developing countries. UNCTAD is urging governments in these countries to align environmental, science, technology, innovation, and industrial policies, and prioritize investments in greener sectors. The agency also advocates for measures to shift consumer demand towards greener goods and boost investment in research and development.

However, the success of domestic policies in developing countries largely hinges on global cooperation through international trade. The report proposes reforming existing trade rules to align them with the Paris Agreement on climate change, and advocates for greater international support in transferring green technologies to developing countries.

The report urges the international community to establish a program guaranteeing the purchase of tradable green items, increase support for regional centres of excellence for green technologies and innovation, and create a multilateral fund to stimulate green innovations and enhance cooperation between countries.

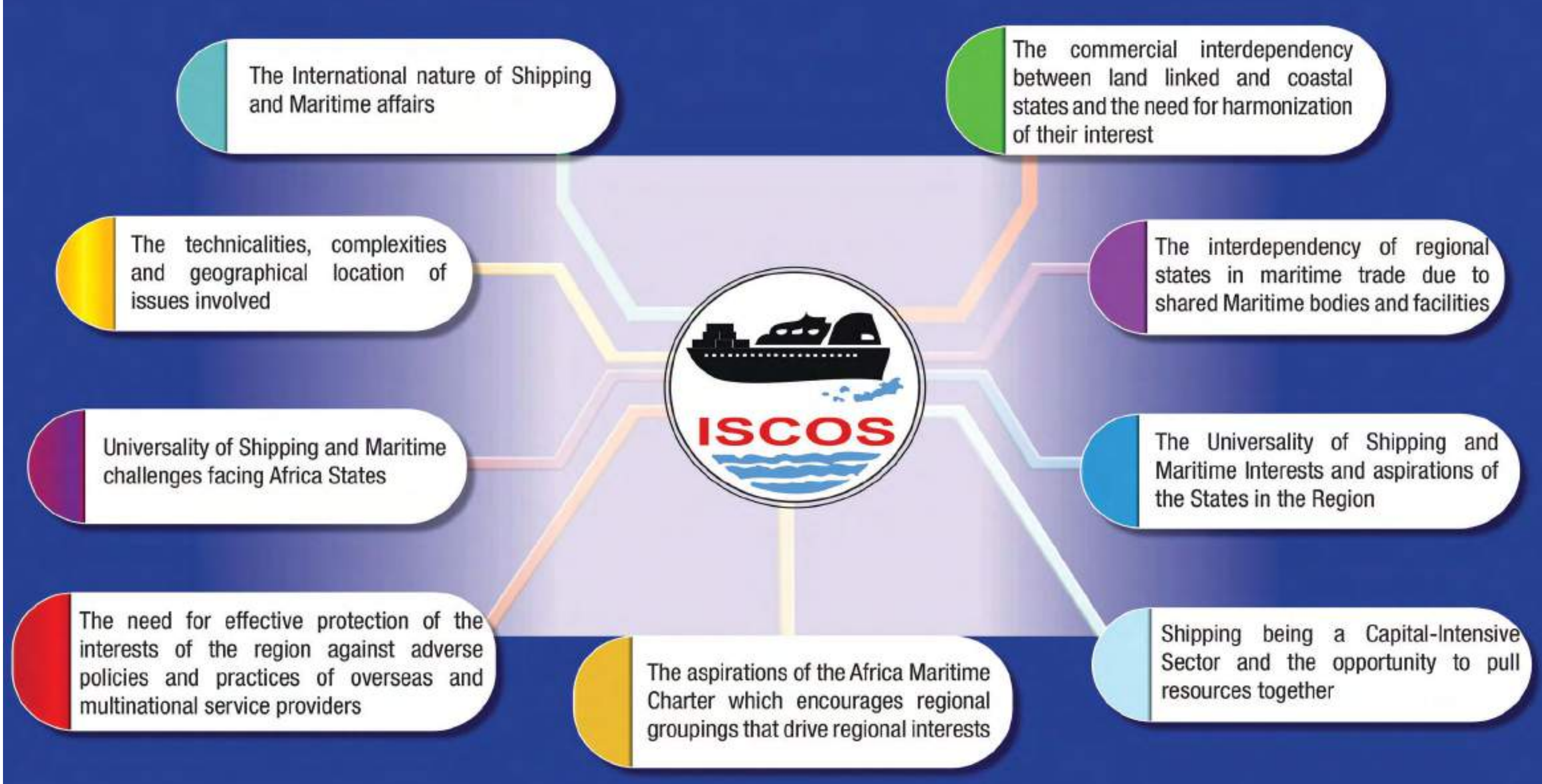
UNCTAD, as a leading UN institution dealing with trade and development, continues to support developing countries in their quest for a fair share of the benefits of a globalized economy and advocates for sustainable development.

Importing cargo from overseas?

Obtain your Marine cargo/goods in transit insurance from your local provider:

- For easy administration of claims
- To save our foreign currency
- To be sure that your cargo has been insured and with the right cover
- To develop our local insurance sector

The need for Collaboration in the Shipping and Maritime Sector



NAVIGATING WAVES OF CHANGE

Revolutionary Shifts in the Maritime Industry and Projections for the Future

The maritime industry is in a state of dynamic transition, with the pace of change accelerating. Lessons learned from the COVID-19 pandemic, such as complications in crew placement, manpower shortages at terminals, container scarcity due to positioning issues, and the broad adoption of remote work, have greatly influenced this progression. These developments, coupled with broader paradigm shifts, represent the most significant evolution the maritime industry has seen in centuries. These transformational cycles, though costly, promise long-term benefits that extend beyond economics into the geopolitical realm.

Solar and Wind Power for Ships

A paradigm shift of the 21st century involves harnessing solar and wind power for ships. Notably, the Turanor PlanetSolar, a catamaran powered by 29,000 solar cells, successfully circumnavigated the globe.

The shipping industry is eagerly exploring systems that could supplement or even replace the current onboard power supply, reducing fuel consumption.

Alternative Fuels

The potential of liquefied natural gas (LNG) as a viable alternative to fossil fuels for commercial shipping is gaining significant attention. Proponents argue that LNG could help operators meet their emissions reduction targets while remaining price-competitive. When compared to diesel engines, LNG can reduce CO_2 emissions by up to 25%. While conventional oil-based fuels will likely remain dominant in the short term, a gradual transition towards LNG, particularly for specialist vessels, is anticipated.

Carbon Footprint Reduction

The shipping industry is under constant pressure to minimize its carbon footprint, a trend expected to intensify in the future. Numerous strategies are under consideration, including low-carbon fuels, streamlined hull designs, more efficient propeller configurations, improved voyage planning for fuel savings, advanced hull coatings, and even air cushions to reduce friction.

Very Large Crude Carriers (VLCC)

Advancements in ship technology, structures, and materials are paving the way for larger megaships, particularly within the container shipping industry. Launched in March 2023, the MSC Irina, currently the world's largest container ship, is a notable example. This colossal vessel measures 400m in length and can carry up to 24,346 TEU containers. The economies of scale offered by such ships will greatly benefit manufacturers by significantly reducing transportation costs.

Autonomous Shipping and Digital Sensing

The technology for monitoring ship operations and performance has grown increasingly sophisticated. Future ships will boast comprehensive sensor networks to gauge all operational aspects, including fault detection and maintenance or repair needs. Enhanced ship-to-shore communication capabilities will allow most ship operations to be controlled by a land-based team of fleet managers. Looking further ahead, we envision unmanned ships, ports, and terminal equipment.

A total paradigm shift in the maritime industry is underway. To comprehend these rapidly evolving scenarios and acquire in-depth industry knowledge, professional education and continuous learning are essential. The Institute of Chartered Shipbrokers EA offers a wide range of commercial shipping courses spanning subjects such as ports and terminals, marine insurance, marine law, and shipbroking.

Written By
Elijah Mbaru
Chairman, Institute of Chartered Shipbrokers EA Branch

VIASERVICE SETS ITS EYE ON THE CONTINENT

As It Expands Its Container Guarantee Solution

Viaservice, a subsidiary of the Swiss-based Group, Viatrans SA has successfully introduced Container Guarantee (CG) in the East African region in a move that has seen importers and exporters free the huge working capital previously held by shipping lines to secure their containers as the firm seeks continental reach.

The CG is a sustainable solution that relieves shipping lines, their agents, shippers and clearing and the forwarding agents the financial, administrative, and operational burdens of container deposit.

The company is set to lay base in Kenya later this year with deployment in West Africa being planned for the year 2024, according to the company's Managing Director Mr. John Mathenge. After the successful deployment in Africa, the firm will make a foray into Southeast Asia and South America, Morgan Lépinoy, the Managing Director and Global Head of Trade Facilitation at Viatrans said.

"The container deposit is not only an East African, nor an African exception. We are now collaborating with our partners to expand the CG to other markets, starting with Kenya later this year, West Africa in the course of 2024 and southeast Asia along with Latin America lined up for assessment shortly after," Lépinoy said.

Viaservice is the only entity to establish CG in Africa with the objective of facilitating trade and transport through innovative digital and financial solutions. It addresses the challenges of Container Deposits, one of emerging markets' major trade barriers which consumes enormous working capital, estimated at USDb1.5 in East Africa alone and substantially increases the cost of doing business.

Shipping lines routinely require cash deposits before the cargo leaves the port as a security for the return of the empty container. The deposit varies between $500 to $2,000 per TEU depending on the cargo's destination (domestic or transit to other land-linked countries).

Viaservice solution, therefore, is advancing settlement of shipping lines'and agents' charges related to demurrage, damage, and total loss of containers on behalf of the guarantee holder on reimbursement basis. The three areas make up the bulk of carrier's charges for containers released to the customers, according to Mathenge.

The primary causes of these charges, which are at times difficult to avoid, include regulatory procedures such as inspection; incorrect and incomplete documentation; border delay; delay at the port of loading for inland trucking and vehicle breakdown. Other causes of delays include system failures; commercial disputes involving parties partaking in cargo clearance; loading, delivery, destuffing and the return of the containers; political and social unrest; infrastructure and transport equipment-related challenges; manual operations and delays at the delivery point.

"We have developed the CG with the interests of the various stakeholders in mind, hence ensuring its wide acceptance by both the container owners and users," Mr Mathenge said,

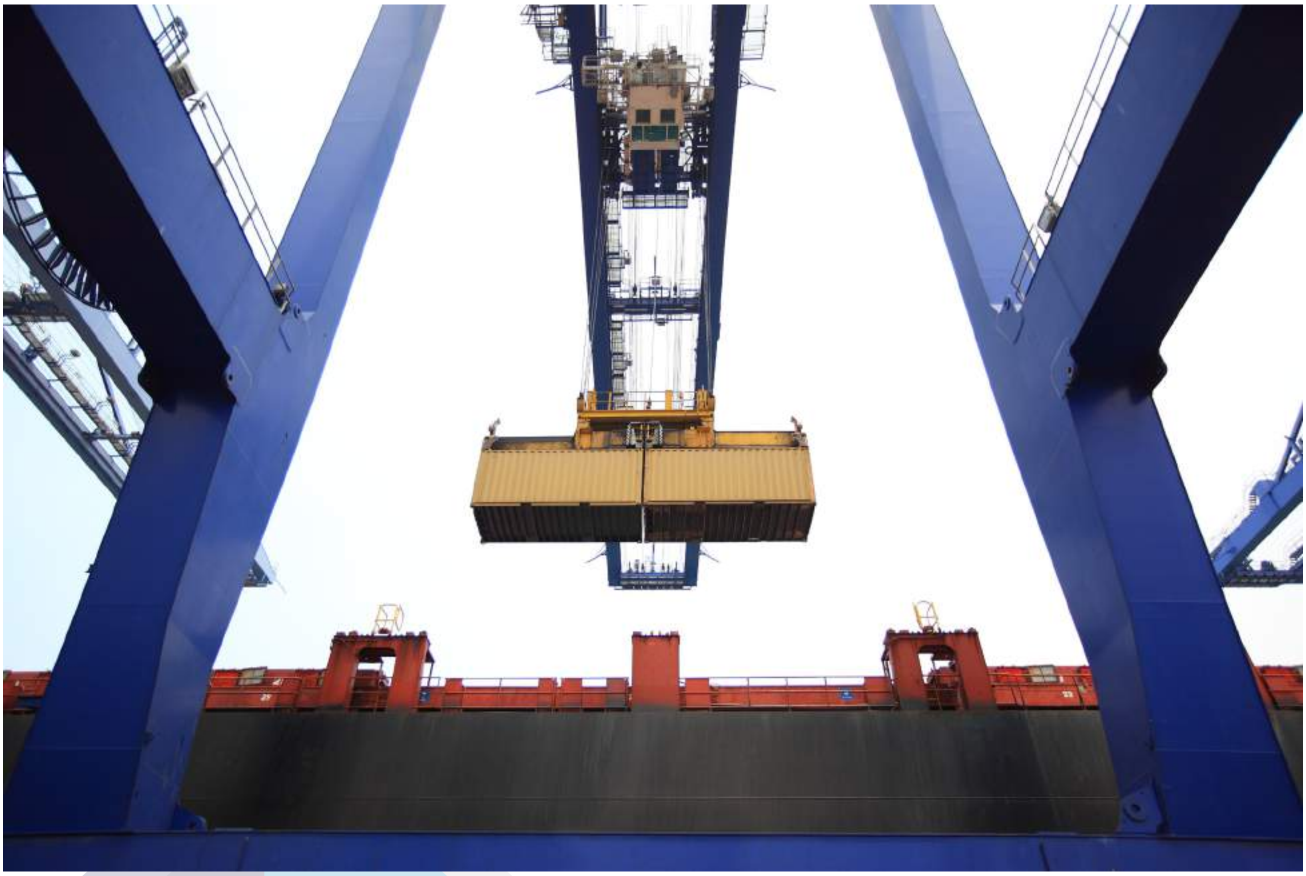
So far, Viaservice is working with six partner shipping lines and about half of the licensed Clearing & Forwarding agents in Tanzania registered as clients, covering both domestic and transit traffic to Zambia, Malawi, DRC, Rwanda, Burundi, Uganda for which the solution has already freed over USD million 9 in working capital improvement, according to Lépinoy.

Shipping lines that have embraced the solution in Tanzania include MSC, Messina, Inchcape (agent for Hapag Lloyd), WOSAC (agent for One Network Express (ONE)-), Tanzania Shipping Agency (agent for WEC lines), and CMA-CGM.

The East African logistics community, according to Mathenge, has been at the forefront in embracing various initiatives to address the issues of container deposit and other related non-tariff barriers. However, all past attempts were insurance based, cumbersome, unsustainable, and broke the liability chain, reasons why there was never any material uptake, neither from shipping lines nor their customers and it ultimately died out.

"It seemed thus natural for us to start exploring the region's efforts first and understand why all past solutions tried failed to work," Lepinoy said.

Riding on the success of the CG, the company is



developing a trade finance solution with a view to bridging the huge financing gap that continues to impede the growth and expansion of the transport logistic sector.

In addition, a feasibility assessment is ongoing to determine the viability of deploying a road transport digitalization solution. The solution is already successfully implemented in other markets and is credited for enhancing efficiency, transparency and accountability in the transport logistics services, therefore, contributing to cost reduction," Lépinoy said.

The tremendous growth in just three years, despite the challenge of Covid -19 pandemic that dealt a major blow to the logistics industry notwithstanding, is a good testimony of how thirsty the region had been for a sustainable alternative solution to container deposits, Mathenge said, adding that the automation of the guarantee's lifecycle has reduced the time taken to release and reposition the containers in East Africa.

Some of the key stakeholders currently working with Viaservice to ensure the success of CG includes the Federation of East African Freight Forwarders Association (FEAFFA), Tanzania Freight Forwarders Association (TAFFA), Kenya International Freight Forwarders Association (KIFWA) Federation of East African Freight Forwarders Associations (FEAFFA) and Tanzania Ship Agents Association (TASAA).

Other private institutions include the Kenya Ship Agents Association (KSAA), East African Business Council (EABC) and Shippers Council of East Africa (SCEA). Successful rollout of CG has also received support from public sector stakeholders that include regulators and regional trade and transport facilitation organisations. These include among others Tanzania Shipping Agencies Corporation (TASAC), Kenya Maritime Authority (KMA) and Tanzania Revenue Authority (TRA).

Viaservice is collaborating with regional bodies such as Intergovernmental Standing Committee on Shipping (ISCOS), Central Corridor Transit Transport Facilitation Agency (CCTTFA) and Northern Corridor Transit Transport Coordination Authority (NCTTCA).

THE IMPORTANCE OF SHIPPING & LOGISTICS TO UGANDA

Located in the heart of East Africa, Uganda is a landlocked country blessed withabundant natural resources, a rapidly growing economy, and a vibrant population. However, being surrounded by several countries without direct access to the sea presents

significant challenges, particularly in terms of international trade and transportation. This article will explore the importance of shipping and logistics to Uganda and how efficiently managing these sectors can unlock tremendous economic growth and development opportunities.

Facilitating International Trade

Shipping and logistics are pivotal in facilitating international trade for landlocked countries. Uganda heavily relies on imports and exports to sustain its economy. Efficient shipping services, supported by a well-developed logistics infrastructure, are crucial in connecting Uganda to global markets. By ensuring smooth and timely transportation of goods, these sectors enhance trade competitiveness, attract foreign investment, and provide opportunities for the country to diversify its export base.

Enhancing Regional Integration:

Uganda's strategic location makes it a natural hub for regional integration. Through efficient shipping and logistics, the countrycan strengthen its ties with neighbouring countries and participate actively in regional trade agreements and economic communities such as the East African Community (EAC) and the Common Market for Eastern and Southern Africa (COMESA). By optimising transportation networks, streamlining customs procedures, and implementing effective cross-border logistics, Uganda can enhance its position as a regional gateway, stimulating economic growth and attracting regional investment.

Supporting Agricultural Sector Growth

Agriculture is vital in Uganda, employing most of the population and contributing significantly to the country's GDP. Efficient shipping and logistics systems are essential for the agricultural sector's success. They

strengthen its position in global value chains.

Unlocking Landlocked Opportunities

While being landlocked presents challenges, it also offers opportunities for innovation and entrepreneurship. Uganda can focus on developing efficient inland transport systems such as railways, dry ports, and modernised customs procedures. Investing in these areas will enhance connectivity to neighbouring countries and improve access to regional and international markets. Additionally, leveraging digital technologies and e-commerce can improve supply chain efficiency, reduce costs, and increasecompetitiveness for Ugandan businesses.

enable the timely delivery of inputs such as fertilisers, seeds, and machinery to farmers, helping to boost productivity and improve the overall value chain. Moreover, well-connected logistics networks ensure the efficient transportation of agricultural produce from rural areas to urban centres and export markets, reducing post-harvest losses and increasing farmers' incomes.

Stimulation of Industrialisation and Manufacturing

A robust shipping and logistics infrastructure catalyses industrialisation and manufacturing growth in landlocked countries. By providing reliable transportation services, these sectors facilitate the movement of raw materials and finished products, enabling manufacturing industries to thrive. With its growing industrial base, Uganda can leverage efficient logistics networks to attract foreign direct investment, establish export-oriented sectors, and

CONCLUSION:

Shipping and logistics are indispensable for landlocked countries like Uganda. By recognising the importance of efficient transportation networks an investing in logistics infrastructure, Uganda can overcome the challenges posed by its geographic location and unlock vast economic growth and development opportunities. Through regional integration, supporting key sectors such as agriculture and manufacturing, and embracing innovation, Uganda can strengthen its position as a regional trade hub and secure a prosperous future for its people.

By: Uganda High Commission Nairobi

THE DRC OPPORTUNITY IN BOOSTING EAC TRADE

By Meshack Kipturgo

On March 29, 2022, the Democratic Republic of Congo, sub-Sahara's largest country, officially joined the East African Community (EAC), making it the 7th member after Kenya, Uganda, Rwanda, Tanzania, Burundi, and South Sudan. This move was welcomed in the region and is a testament to the increasing maturity of the EAC. Over the years, the EAC has made tremendous progress in terms of investments in trade-related infrastructure. The development and operationalization of railway networks, oil pipelines, removal of persistent non-tariff barriers, and improved movement of people and goods, among others. As the DRC becomes integrated into EAC's trade infrastructure, manufacturers within the partner states stand to benefit greatly from economies of scale, making them increasingly efficient and competitive.

For one, DRC's entry into the EAC offers a new market with a combined GDP of approximately $275 billion and an economy of over 285 million people (World Bank report, 2020). This integration, has extended the EAC trading bloc from the Atlantic in the west to the Indian Ocean in the East, which opens up trade opportunities with the Atlantic Trade Corridor and linking the East African region to Central Africa, North Africa, and other continental sub-regions.

The opening up of these trade routes means that more cargo will traverse these African blocs, and regional business owners and investors can participate in a robust value chain that stimulates business growth, cooperation, and unlimited investment opportunities.

These vast opportunities are in the mining, energy, and infrastructure sectors.

DRC is one of the richest countries in the world in terms of mineral resources with large deposits of gold, diamond, copper, cobalt, tin, tantalum, and lithium, most of which remain untapped reserves. These minerals are instrumental in almost all manufacturing sectors, including the automotive, electronic, and coating and paints industries.

In the energy sector, the DRC holds the largest hydropower potential in Africa, with a feasible potential of 100,000 MW, of which only 3% has been exploited. The Grand Inga project, for instance, which has a capacity of 40,000 MW, coupled with other additional investments in hydropower generation, can adequately produce enough electricity in the region and open the EAC bloc for energy-intensive plants. Such new plants will boost the EAC's industrialization agenda by reducing the transactional costs for labor from low to high productivity activities.

Companies venturing into the DRC region will contribute significantly to the country's economy by creating countless jobs for Africa's increasing population of young people and help alleviate poverty and deliver shared prosperity across the region. And as these new companies' move to transform lives across the EAC bloc, there will be a boom in new infrastructural developments which will demand a ton of resources ranging from rock, sand, water, soil, paint, Cement and steel, to name a few. This means a broader market and better opportunities for manufacturers producing them.

The DRC/EAC integration also brought forth renewed commitments such as the Regional Bio-economy Strategy 2021-22/2031-32. This EAC plan seeks to accelerate the transformation of economies that focus more on innovation and the production of bio-based products and processes with a bio-based circular economy as the organizing framework.

Of relevance today is an environmentally friendly, sustainable economy. Amid the demand and regulatory pressures, manufacturers today have been pushed to make their processes environmentally friendly and as sustainable as possible. This has consequently seen a great shift in the use of resources for manufacturing from petroleum-based products to renewable bio-based options, which are considered more sustainable and attractive. And as this remains the objective of many governments worldwide, this renewed focus in the EAC region will help companies focusing on sustainable products find new markets in the region.

Some of the industries set to benefit from this focus, for instance, include the paintings and coatings industry, which has experienced a gradual surge in demand for high-performance clean coatings over the past few years. Plus, the architectural renovations, industrial piping, tank exteriors, real estate and more anticipated developments in the EAC region will further make the sector successful.

Overall, many more industries and sectors are set to benefit from the DRC's entry into the EAC bloc. The move was hands down a significant milestone in transforming the bloc into Africa's most attractive trade and investment destination.

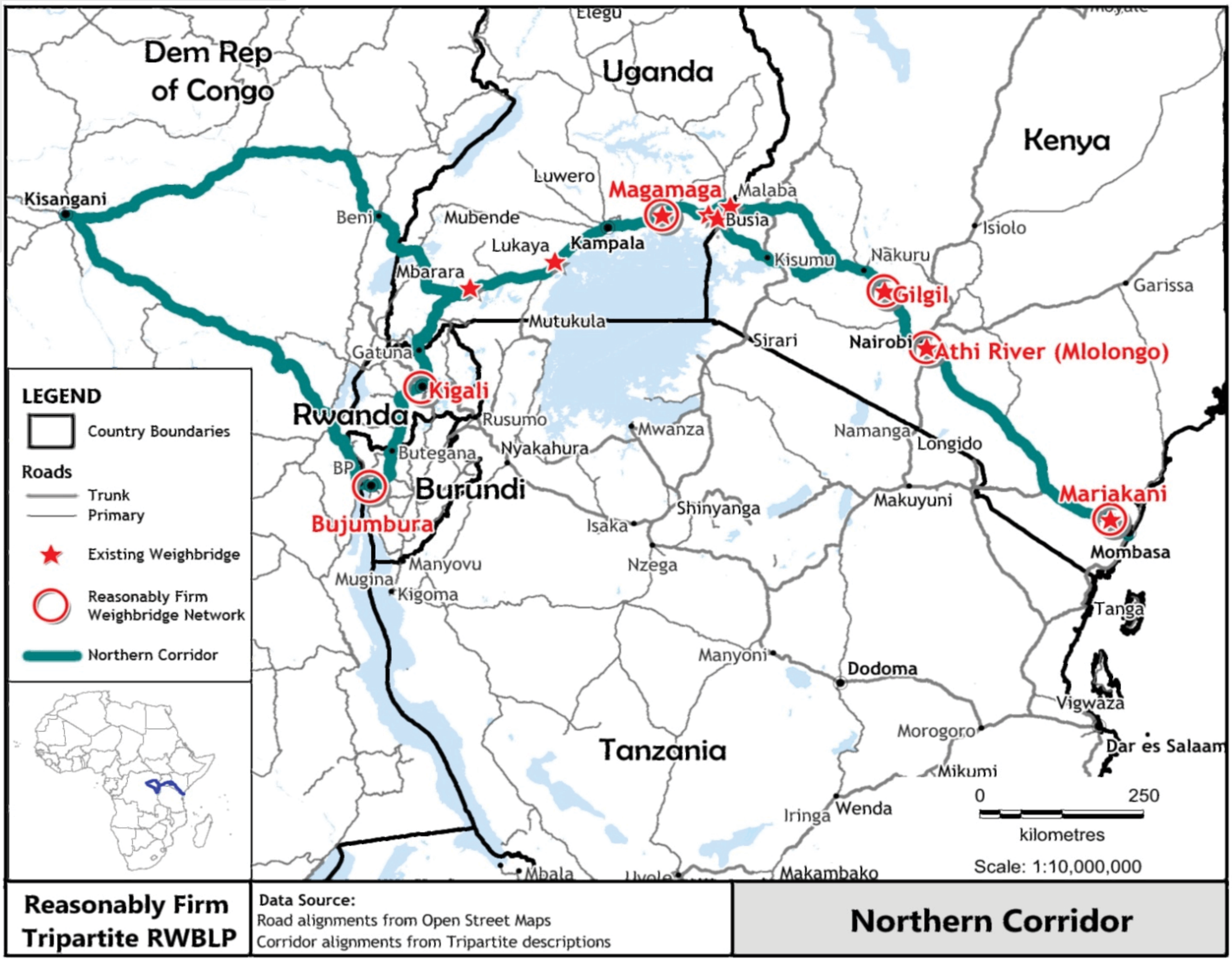
For trade to thrive, it must be supported against a backdrop of peaceful coexistence within the communities it operates it. Global trade is known to enhance peace within trading countries, and I therefore laud the great efforts being put in by the leadership of the East Africa Communities (EAC) to ensure that peace within the Democratic Republic of Congo (DRC) is secured and protected for its people and the African community at large.

The writer is the CEO and Group Managing Director, Siginon Group. A regional East Africa and Great Lakes logistics and transport company.

THE ROLE OF REGIONAL TRANSPORT CORRIDORS

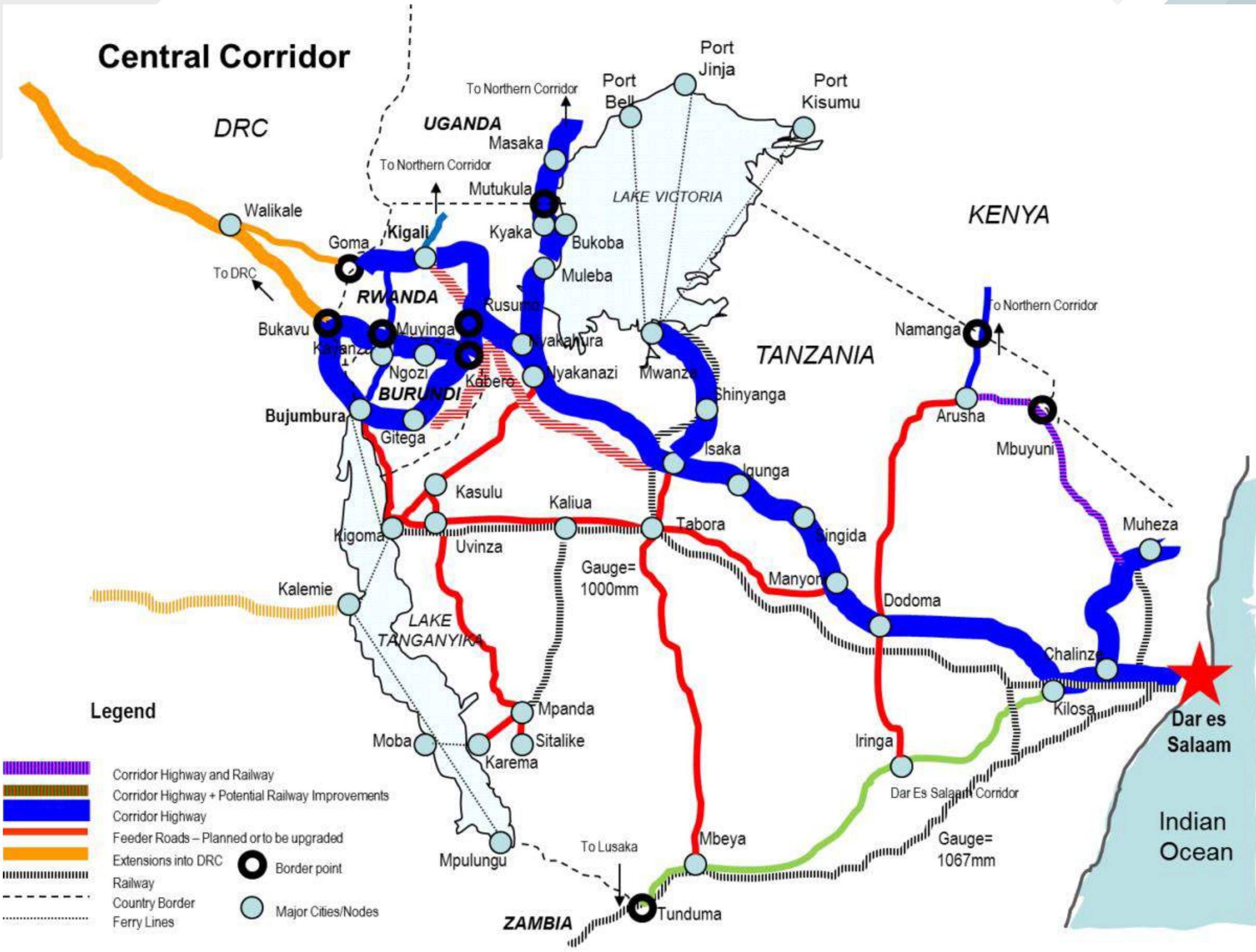
In Enhancing Trade In East, Central & Northern Africa

In the expansive and diverse landscapes of East, Central, and Northern Africa, numerous major and emerging Trade and Transport corridors exist, acting as arteries for Regional Trade facilitation. Notably, East and Central Africa are traversed by two major corridors: the Northern Transport and Transit Corridor and the Central Corridor. These corridors span the region's heartland, connecting nations, promoting economic growth, and transforming millions of lives. The Northern Transport and Transit Corridor, also known as the NTTC, stretches an impressive approximately 12,707 Km. The distribution is as follows: 1,328.6 Km in Kenya, 567 Km in Burundi; 4,162 Km in DRC; 1,039.4 Km in Rwanda; 3,543 Km in South Sudan and 2,072 Km in Uganda. It extends from the bustling port of Mombasa in Kenya, meanders through the picturesque landscapes of Uganda and South Sudan, interconnects through Ethiopia, and reaches all the way to Djibouti on the Red Sea. This extensive network coverage ensures that goods and commodities flow seamlessly from the coast to the land-linked nations, opening up opportunities for economic development and regional integration.



On the other hand, the Central Corridor winds its way through Tanzania's heart, connecting the economic powerhouse of Dar es Salaam to the neighboring countries of Burundi, Rwanda, Uganda, and the Democratic Republic of Congo. With a length of approximately 1,500 kilometers, the Central Corridor serves as a lifeline for the land-linked nations, providing them with a vital link to international markets and fostering economic growth.

These corridors play pivotal roles in facilitating trade



within East and Central Africa. They act as lifelines for the transportation of goods, reducing trade barriers and promoting regional cooperation. The Northern Transport and Transit Corridor, with its extensive network coverage, provides crucial connectivity to land-linked countries, enabling them to access global markets and accelerate their economic growth. The Central Corridor, with its strategic location and efficient transport infrastructure, facilitates the movement of goods from the land-linked nations to the bustling port of Dar es Salaam, acting as a gateway for international trade.

Over the years, significant developments have taken shape in these corridors, further enhancing their effectiveness in facilitating trade. Infrastructure projects, such as the construction of new roads and railways (Standard Gauge Lines in both Kenya and Tanzania are already taking shape, and Uganda is also at an advanced stage of constructing her Standard Gauge lines to connect to the coastal nations), as well as ports, have improved connectivity and reduced transportation costs. Additionally, the implementation of modern logistics systems and the introduction of digital technologies have streamlined trade processes, reduced delays, and enhanced efficiency. Trade volumes along these corridors have witnessed substantial growth, contributing to the region's economic prosperity. Increased trade has not only boosted GDP and created job opportunities but has also encouraged cross-border investments and strengthened regional integration.

However, both corridors face certain challenges amidst these opportunities. Inadequate infrastructure in some regions leads to congestion and delays. Insufficient customs and border procedures also pose hurdles to smooth trade flow. Additionally, security concerns along the routes, such as constant attacks on truck drivers, still pose a serious threat to efficient and flawless trade facilitation along these vibrant trade routes.

Emerging corridors are nonetheless poised to further transform the trade landscape in East and Central Africa. The Lamu Port-South Sudan-Ethiopia Transport (LAPSSET) Corridor is an ambitious project that aims to connect Kenya, South Sudan, and Ethiopia. This corridor, with a length of approximately 2,500 kilometers, will provide an alternative route to the Northern Transport and Transit Corridor, further enhancing regional connectivity and trade opportunities.

Another emerging corridor is the Djibouti-Ethiopia Corridor, which links the port of Djibouti with Ethiopia, serving as a crucial trade route for Ethiopia's imports and exports. It has witnessed significant infrastructure development, including new ports, railways, and road networks. The corridor presents opportunities for enhanced logistics, trade facilitation, and economic growth. Challenges include the need for continued infrastructure investment, customs and border procedures, and geopolitical factors.

These emerging corridors present vast opportunities for the region. They provide additional routes for trade, reducing dependence on specific corridors and diversifying options. Moreover, the development of new infrastructure and improved connectivity will enhance trade facilitation, boost economic growth, and create new avenues for investment and regional cooperation.

APPOINTMENTS

PLASDUCE MKELI APPOINTED DIRECTOR GENERAL TPA

Plasduce Mkeli Mbossa, is the Director General of Tanzania Ports Authority (TPA) since July 2022. He is a Registered Advocate of the High Court of Tanzania holding a Bachelor Degree in Laws (LL B), Masters Degrees of Laws and Masters in Business Administration in Corporate Management from University of Dar Es Salaam and Mzumbe University, respectively.

He has a vast experience on Port Industry where he has been working for the past 15 years in various non-managerial and managerial positions before his promotion to the position of Deputy Director General in March, 2022 and eventually to the apex of TPA as Director General in July, 2022.

Mr. Mbossa has a remarkable and impactful track record in areas of Port Operations and Preparation and Negotiation of Port Projects manifested in his engagement in Local and international Institutions including his participation in projects of such nature between TPA and its stakeholders.

Being both a landlord and Operator, TPA's underlying objectives include, without limitation, promoting effective management and operations of sea and inland waterways ports, provision of services in relation to loading and unloading of cargo and passenger services, developing, promoting, and managing port infrastructure and superstructure, maintaining port safety and security.

Currently, TPA operates and manages all sea and inland waterways ports in the United Republic of Tanzania serving as a vital player in the transport sector, a maritime hub and a gateway to the Great Lakes Region whereby Dar es Salaam Port plays a very crucial role in linking the region to global trade.

Under his Leadership as the TPA's DG, Mr. Mbossa focuses on ensuring TPA is, at all times, able to provide world class maritime services and robust logistics services in the region. To achieve that, Mr. Mbossa has initiated port expansion and modernization projects aimed at enhancing handling capacity of all ports and transforming Tanzanian ports traditional functioning into end-to-end total logistics solution ports. With a view of optimizing port operations and enhancing economic development, Mr. Mbossa has adopted the landlord port management system, which entails involvement of private sector in port operations while the Port Authority acts as regulatory body (landlord). With Mr. Mbossa's unwavering stewardship, TPA is determined to continue offering a significant contribution in the economic growth of Tanzania and the region under its service and play an exemplary role in provision of world class customer-satisfying services.

CAPTAIN WILLIAM RUTO APPOINTED NEW KPA MANAGING DIRECTOR

Transport and Roads Cabinet Secretary Hon. Kipchumba Murkomen has appointed Captain William Ruto as the new Kenya Ports Authority Managing Director. In a gazette notice Vol. CXXV-No.60 dated 10th March 2023, the Cabinet Secretary appointed Capt. Ruto to be the MD for a period of three years with effect from 10th March 2023.

Captain William Ruto now becomes the 15th MD since KPA was established in 1978. The position has been vacant for the last three years with the Board appointing Eng. Rashid Salim and Amb. John Mwangemi respectively in an acting capacity.

The appointment follows a rigorous and intensive recruitment process by the KPA Board of Directors which received 75 applications.

"Pursuant to and in accordance with the powers conferred to me under Section 5(1) of the Kenya Ports Authority, Cap 391, and further in consultation with the Board of Directors, I have this morning appointed Captain William Kipkemboi Ruto as the Managing Director of the Kenya Ports Authority for a period of three years," said the CS.

Captain Ruto who until this appointment was the General Manager Port of Kisumu, is a seasoned mariner having started his career in 1991 at KPA as a Cadet Marine Deck Officer before rising through the ranks to be a General Manager, Operations and later a Harbour Master.

He holds a Master of Business Administration (MBA) Strategic Management option from Jomo Kenyatta University of Agriculture and Technology (JKUAT).

He is also an associate fellow of the Nautical Institute (AF-NI) and a member of the International Harbour Master's Association (UK), and has attained the highest qualification as a Ship Captain (Class 1 Master Mariner) from South Tyneside Marine College, UK.

"It is my belief that his wealth of experience spanning 32 years will be instrumental in ensuring the Authority delivers on its mandate to the people of Kenya and continue to contribute towards the growth of the Kenyan economy," the CS added.

He congratulated the new MD and assured him of the Government's support in the management of the Kenya Ports Authority.

During the inauguration of the new KPA Board of Directors at the headquarters recently, Hon. Murkomen had promised that a substantive MD would be named after the interviews.

THE FUTURE OF SHIPPING:

Embracing a Multi-Fuel Horizon

The pursuit of sustainability in shipping has birthed a multi-fuel era as the industry navigates the waters towards a zero-carbon future. In a recently conducted survey, The shipping industry's fuel choices on the path to net zero, conducted by the Global Centre for Maritime Decarbonisation, the Global Maritime Forum, and the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping; several stakeholders in the shipping industry, from shipping companies to engine manufacturers, fuel providers, and ports, revealed their thoughts about the shipping industry's transition to a greener future. The outcome portrayed a world where multiple types of fuel will likely run fleets well into 2050. It indicates a complex route to decarbonization, considering the interdependence of different players within the industry. How the industry manages multiple fuel supply chains will significantly influence its decarbonization speed.

This juncture could present an opportunity for bold decision-making, as multiple fuel pathways remain viable. Numerous companies are already piloting green-fuel alternatives, signaling potential advantages for early movers in the industry. Currently, 46% of surveyed companies have run pilot programs involving low-carbon fuels, while 35% have yet to take action on greener fuels.

Interestingly, a third of respondents admitted uncertainty over their fleets' fuel types in 2030 and 2050, underscoring the current industry flux. The respondents projected their 2030 fuel usage to be predominantly fuel oil, with biodiesel and liquefied

natural gas (LNG) each representing a small share. By 2050, the predictions point to a more diverse fuel mix. As we advance towards 2050, many respondents expect to adopt multiple fuel "families" within their fleets. This adoption isn't about choosing a single "destination" fuel, but it's about intentional diversification, with each respondent projecting a broad mix of fuels. The common expectation by 2050 is a fleet running vessels simultaneously on variants of fuel oil/biodiesel, methane, methanol, and ammonia.

For the broader industry, similar expectations hold. By 2030, after fossil-based fuel oil, biodiesel and fossil-based LNG are projected to be the most adopted fuels. The picture morphs by 2050, with biodiesel, LNG, biomethane, synthetic/e-methane, biomethanol, synthetic/e-methanol, and ammonia (both blue and green) all predicted to experience significant uptake. Hydrogen and nuclear power, however, trail in predictions about future fuel usage.

Interestingly, in terms of propulsion, internal-combustion engines (ICEs), capable of running on various fuels, will likely remain dominant through 2050. Fuel cell configurations are expected to develop but only for use in niche applications.

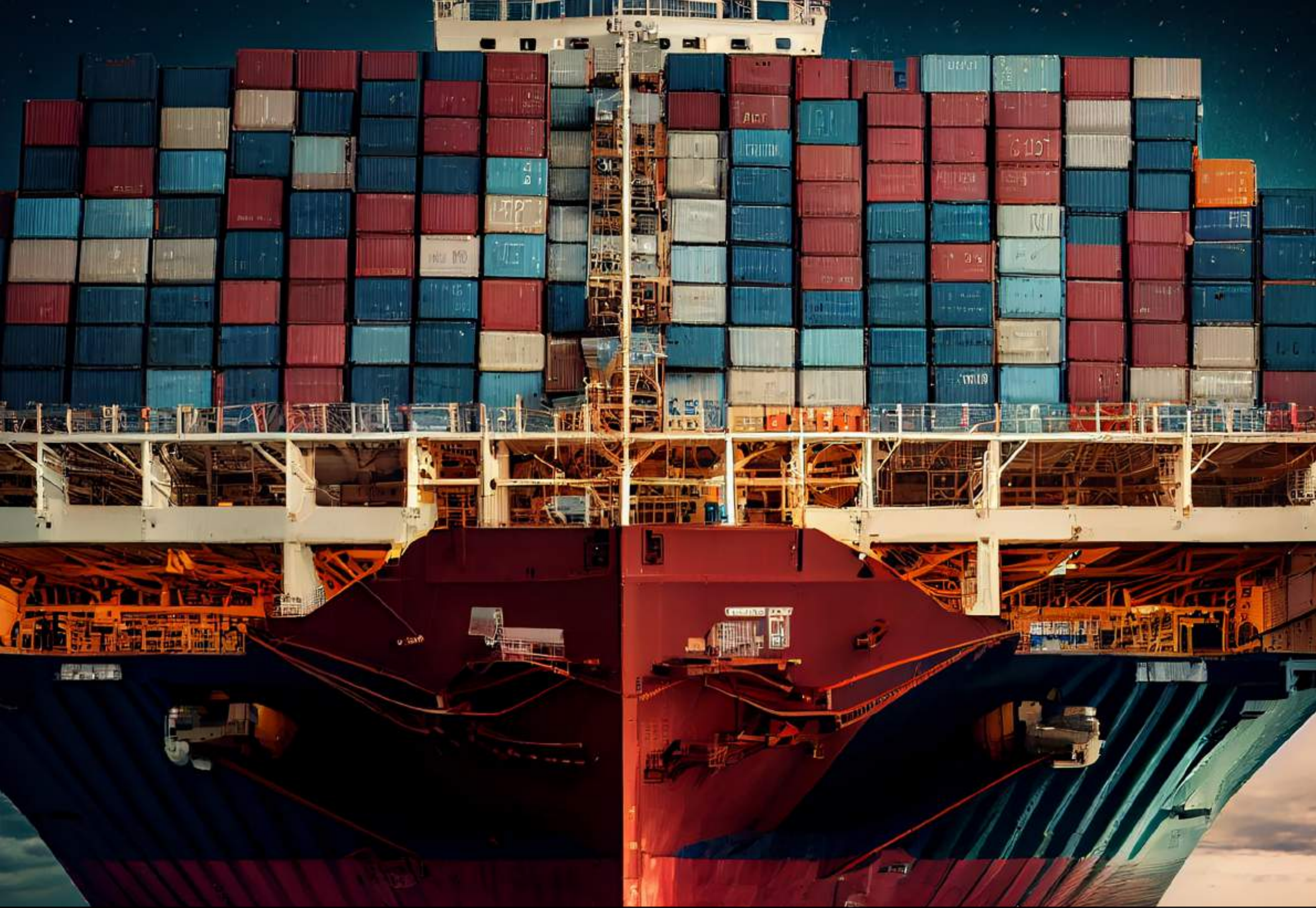
Decarbonizing the shipping industry will undoubtedly be a herculean task, but certain transformative developments could accelerate the transition. Over 80% of respondents indicated that customer willingness to pay a "green premium," regulatory change, and the actions of fuel providers would be the most transformative.

For shipping companies, the survey implies a need to strategically plan the introduction of different fuel families into their fleets. Ports and bunkering providers should also prepare to offer a variety of fuel types to attract future vessels. Fuel producers should strive to scale their production to meet the shipping industry's needs, potentially through closer dialogue and fair offtake deals with shipping companies.

Policy makers and regulators have a vital role to play. Early clarity about decarbonization targets can help decrease the risk of stranded assets. They can also help close the cost gap between green fuels and fossil fuels and ensure a level playing field for all shipping companies.

Ultimately, the shipping industry's future paints a striking multi-fuel portrait. Each shipping company must form its own view of its future fuel mix in line with its business strategy and decarbonization ambitions. In this landscape, first movers and entities that can galvanize entire value chains will play a vital role in shaping the industry's future.

Indeed, the transition to a greener shipping industry is not a distant dream but a reality that's already making waves.



FOSTERING GROWTH THROUGH COLLABORATION

The Potential of Intra-African Shipping and Logistics Partnerships

In the grand scheme of Africa's socio-economic development, the shipping and logistics sector plays an indisputable role. It is the engine that propels the wheels of trade, connecting markets, fostering economic integration, and stimulating growth. As Africa continues to deepen its economic integration through initiatives like the African Continental Free Trade Agreement (AfCFTA), the potential of intra-African shipping and logistics partnerships cannot be overemphasized.

The Current Landscape

Shipping is the lifeblood of Africa's trade, with about 90% of the continent's imports and exports transported by sea. Yet, the African shipping and logistics industry is predominantly controlled by foreign players, a reality that has long-standing economic implications.

Meanwhile, intra-African trade remains relatively low compared to other regions. According to the United Nations Economic Commission for Africa (UNECA), intra-African trade accounted for just 17% of Africa's exports in 2017, compared to 59% in Asia and 69% in Europe. This scenario underscores the vast untapped potential for intra-African shipping and logistics partnerships.

The Promise of Intra-African Partnerships

Economic Growth and Development

Strengthening intra-African shipping partnerships could significantly boost economic growth. It could stimulate competitive advantage, drive industrialization, create jobs, and reduce the continent's reliance on foreign shipping services.

Reduced Cost of Trade

Enhanced cooperation in shipping and logistics could help lower the cost of trade by reducing transit times and improving the efficiency and reliability of supply chains.

Stimulating Intra-African Trade

Stronger logistics partnerships could play a vital

role in actualizing the AfCFTA's objectives by easing the movement of goods across borders, thereby stimulating intra-African trade.

Improved Maritime Security

Collaboration among African nations can also lead to improved maritime security. By pooling resources and sharing intelligence, countries can more effectively combat maritime security threats, such as piracy and illegal fishing, that hamper the shipping industry.

Challenges and Way Forward

While the potential benefits are significant, forging effective intra-African shipping and logistics partnerships is not without challenges. Key among these are inadequate infrastructure, regulatory inconsistencies, limited skilled workforce, and financial constraints.

To overcome these hurdles, a concerted effort by all stakeholders is required. This includes investments in port and transport infrastructure, harmonization of regulatory frameworks, capacity building, and increased access to finance for shipping companies. Moreover, technology can play a critical role. Digital solutions such as blockchain, Internet of Things (IoT), and Artificial Intelligence (AI) can enhance supply chain visibility, improve operational efficiency, and reduce costs. Finally, fostering a culture of collaboration is vital. This requires not only intergovernmental

cooperation but also public-private partnerships. Private sector involvement can bring much-needed innovation, expertise, and investment into the shipping and logistics industry.

In conclusion, as Africa seeks to harness its vast economic potential, the need for strong intra-African shipping and logistics partnerships cannot be overstated. With the right strategies and a commitment to collaboration, these partnerships can drive economic growth and development, propelling the continent towards a prosperous future.

IMO ADOPTS REVISED GREENHOUSE GAS EMISSION STRATEGY AMID MIXED REACTIONS

IMO Adopts Revised Greenhouse Gas Emission Strategy Amid Mixed Reactions. In a decisive move towards a sustainable maritime future, the International Maritime Organization (IMO) adopted an enhanced strategy at the Marine Environment Protection Committee (MEPC 80) summit held from July 3-7. The 2023 IMO Strategy on Reduction of GHG Emissions from Ships aims to reduce greenhouse gas (GHG) emissions, with net-zero emissions targeted around 2050. This decision was not without contention as member states clashed on the trajectory of emission reduction targets.

Kitack Lim, IMO Secretary-General, hailed the strategy as a monumental development and a starting point for intensified efforts in the years ahead. “With the Revised Strategy that you have now agreed on, we have a clear direction, a common vision, and ambitious targets,” said Lim.

The revised strategy was formulated against a backdrop of intense debate amongst the IMO’s member states. Approximately 32 countries, including the United States, United Kingdom, Canada, and several Pacific Island states, advocated for climate-science based emission reductions by 2030 and 2040. Conversely, about 16 countries led by China, Argentina, and Brazil resisted action on shipping aligned with limiting global warming to 1.5°C.

As per the revised strategy, the IMO commits to improving energy efficiency for new ships, reducing carbon intensity of international shipping by at least

40% by 2030 (compared to 2008), and increasing the use of zero or near-zero GHG emission technologies and fuels to at least 5% - 10% of energy used by international shipping by 2030.

Indicative checkpoints include a reduction in total annual GHG emissions from international shipping by at least 20% - 30% by 2030, and by at least 70% - 80% by 2040, compared to 2008 levels. Additionally, a basket of candidate mid-term GHG reduction measures, including a marine fuel standard and a maritime GHG emissions pricing mechanism, were also outlined in the strategy.

Reacting to this development, Johannah Christensen, CEO of the Global Maritime Forum, said, “Whilst the revised strategy alone is not sufficient to ensure a just and equitable Paris

Agreement-aligned transition for shipping, it is an enormously important step in the right direction." She stressed the importance of robust policy measures for encouraging investments in zero-emission fuels and vessels.

On the other hand, John Maggs from the Clean Shipping Coalition critiqued the strategy as lacking sufficient ambition and expressed disappointment over the non-committal language. "They knew what the science required, and that a 50% cut in emissions by 2030 was both possible and affordable. Instead the level of ambition agreed is far short of what is needed to be sure of keeping global heating below 1.5ºC," he said.

Despite the critiques, the revised GHG Strategy represents an acknowledgment by the IMO of the pressing need to address GHG emissions from international shipping. It serves as a landmark step towards climate mitigation efforts in the shipping sector, even as differing national interests continue to shape the maritime climate discourse.

Photos by IMO

CHARTING NEW WATERS

Evaluating Financing Solutions for Maritime Education and Training to Propel Kenyas Blue Economy

There Is no denying that maritime transport serves as the linchpin for international trade and the global economy The COVID-19 pandemic underscored its critical role, with seafarers acting as the lifeline that kept supply chains afloat during unprecedented times.

However, while the development of the maritime sector is essential, the funding needs of Maritime Education and Training (MET) institutions in developing nations have often been overlooked. The categorization of MET Institutions (MTIs) under Technical and Vocational Training (TVET) is broad but lacks specificity.

Thus, its crucial to recognize that MET costs encompass both direct and indirect resources linked to training. Traditional financing in education and training has largely been dispersed indiscriminately across various fields of study. Although the Higher Education Loans Board (HELB) program in Kenya, initiated by the Kenya Maritime Authority, provides some funding, these disbursements have often proven insufficient. Inadequate alternative funding, such as industry grants, research financing, and in-kind funding, has led to a disproportionate reliance on government support.

To ensure the sustainability of MET, a symbiotic relationship between stakeholders and training institutions is imperative. Although governments are expected to finance maritime training adequately, it's crucial to implement and periodically review pertinent policies in sync with the sectors demand and necessity. The present MET-TVET funding model in Kenya largely adopts an all-inclusive funding structure.

This approachs pitfall lies in its inability to identify thematic areas and their specific funding needs, which impedes the enhancement of training and funding through relevant technology tools for education and training.

To address this, Kenya must explore key areas beyond traditional TVET training, especially in seafarer training. The complexity of these apprentice-based programs has increased due to diverse learning environments and the revenue-maximizing focus of ship owners. Maritime training, being resource-intensive, necessitates robust financial backing. Several maritime entities have established training funds. An exemplar is Singapore, which has created the Maritime Innovation & Technology (MINT) Fund and the Maritime Cluster Fund (MCF).

These funds collectively inject S$150 million into development programs for the maritime technology cluster, including sponsorship for maritime-based training for Singaporean employees and permanent residents. Consequently, the Kenyan government must institute similar measures to reinvigorate seafarer training and MET.

The Technical University of Mombasa, once the sole seafarer training institute in East and Central Africa, has seen its programs collapse over time due to a lack of interest and funding in the MET sector. Given that maritime service companies typically shy away from basic training to maximize revenue, governments are tasked with providing essential vocational training for seafarers. Industrial placement (internship) is globally recognized as a valuable component of education and training, particularly in MET, given its technical and professional nature. Governments can engage key stakeholders in the maritime industry to indirectly fund cadetship of seafarers through berths for cadetship in ships, in exchange for incentives. With the maritime industry's shift towards more specialized personnel due to the demand for safer ships and manning requirements, proper investment in technological funding is crucial to avoid creating an unemployable workforce. Countries like Kenya need to invest in technology

through appropriate funding of technology in MET to remain competitive.

Attaining suitable funding for maritime training requires a combination of alternative funding sources and stakeholder synergy. This involves diversifying funding sources in the long term, such as fund augmentation, cost-sharing, and infrastructural support for income generation from the private sector, specifically the maritime sector.

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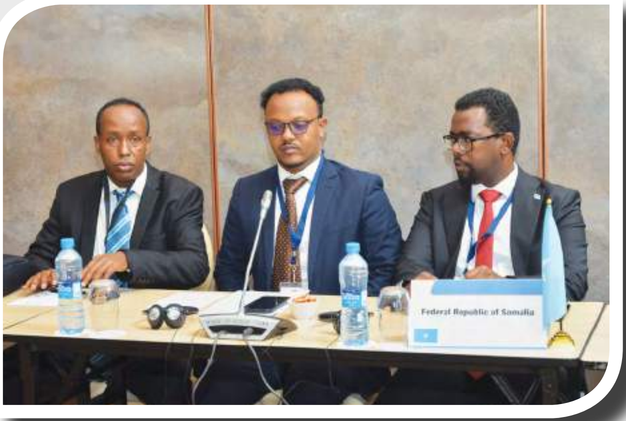
ISCOS ASSEMBLY PICTORIAL



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Viaservice Limited is a subsidiary of Viatrans-SA, a Swiss-based International Group that specializes in providing innovative digital and financial solutions to cater for the evolving needs of the logistics and transportation industry in fast-growing economies.

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