



**Port Management Association of  
Eastern & Southern Africa (PMAESA)  
18<sup>th</sup> SAIHC Conference, 10 – 12 May, Maputo,  
Mubarak Sodha (PMAESA Secretariat)**





# PMAESA Introduction

- Established in 1973 under the auspices of the United Nations Economic Commission for Africa (ECA),
- A non-profit, inter-governmental organization made up of Port Operators, Government Line Ministries, Logistics and Maritime Service Providers and other port and shipping stakeholders from the Eastern, Western and Southern African and Indian Ocean regions,
- Has 25 countries under its jurisdiction
- Governed by a Council and the Board of Directors (6 – representing Coastal Countries, Island Countries and Land-Linked Countries) – currently chaired in Namibia



## Mission

**PMAESA seeks to promote and nurture best practices among member ports by creating an enabling environment for exchange of information and capacity building to contribute to the economic development of the region.**

## Vision

**To be the center of excellence in regional integration in transforming our ports into global competitive platforms for international trade.**



# Objectives

Enable relationships among member ports with a view to promoting regional cooperation and subsequently regional integration.

Framework for exchange of information and ideas among members and to enable members to interface with one another from the port, transport and trade spaces to exchange benchmarks and best-practices.

Working towards improving conditions of operation and management of ports (coastal and inland) in its region of coverage with a view to increase their efficiencies.



# Membership

## Port Authorities

- Port de Djibouti S.A.
- Kenya Ports Authority
- Sea Ports Corporation (Sudan)
- Transnet National Ports Authority (South Africa)
- Namibian Ports Authority
- Tanzania Ports Authority
- Port of Lobito Authority (Angola)
- Société du Port à gestion Autonome de Toamasina (Madagascar)
- Mauritius Ports Authority
- Zanzibar Ports & Harbors Corporation
- Seychelles Ports Authority

## Railway Operators

- Eswatini Railway

## Line Ministries (Landlinked & coastal)

- Ministry of Transport & Public Works - Republic of Uganda
- Ministry of Transport & Communications - Republic of Zambia
- Ministry of Transport - Federal Republic of Ethiopia
- Ministry of Transport - Republic of Malawi
- Ministry of Transport - The State of Eritrea



# Membership – cont'd

## Marine Transport Sector Service Providers (Private Sector & Gov't affiliated)

- Marine Data Solutions
- Sanmar Shipyards (Turkey)
- Marine Crew Services (South Africa)
- Zambia Cargo & Logistics Limited - Tanzania
- Abu Dhabi Marine Services (SAFEEN)

## Maritime Regulators

- TASAC (formerly SUMATRA) - Tanzania

## Terminal Operators

- Maputo Port Development Company
- DSM Corridor Group (Tanzania)
- Bid Freight Port Operations (South Africa)
- Transnet Port Terminals (South Africa)

## Strategic Partners

- DMG Events (formerly Hyphenica) – South Africa



# CONTINENTAL OUTREACH

PAPC

(Pan African Association for Port Cooperation)



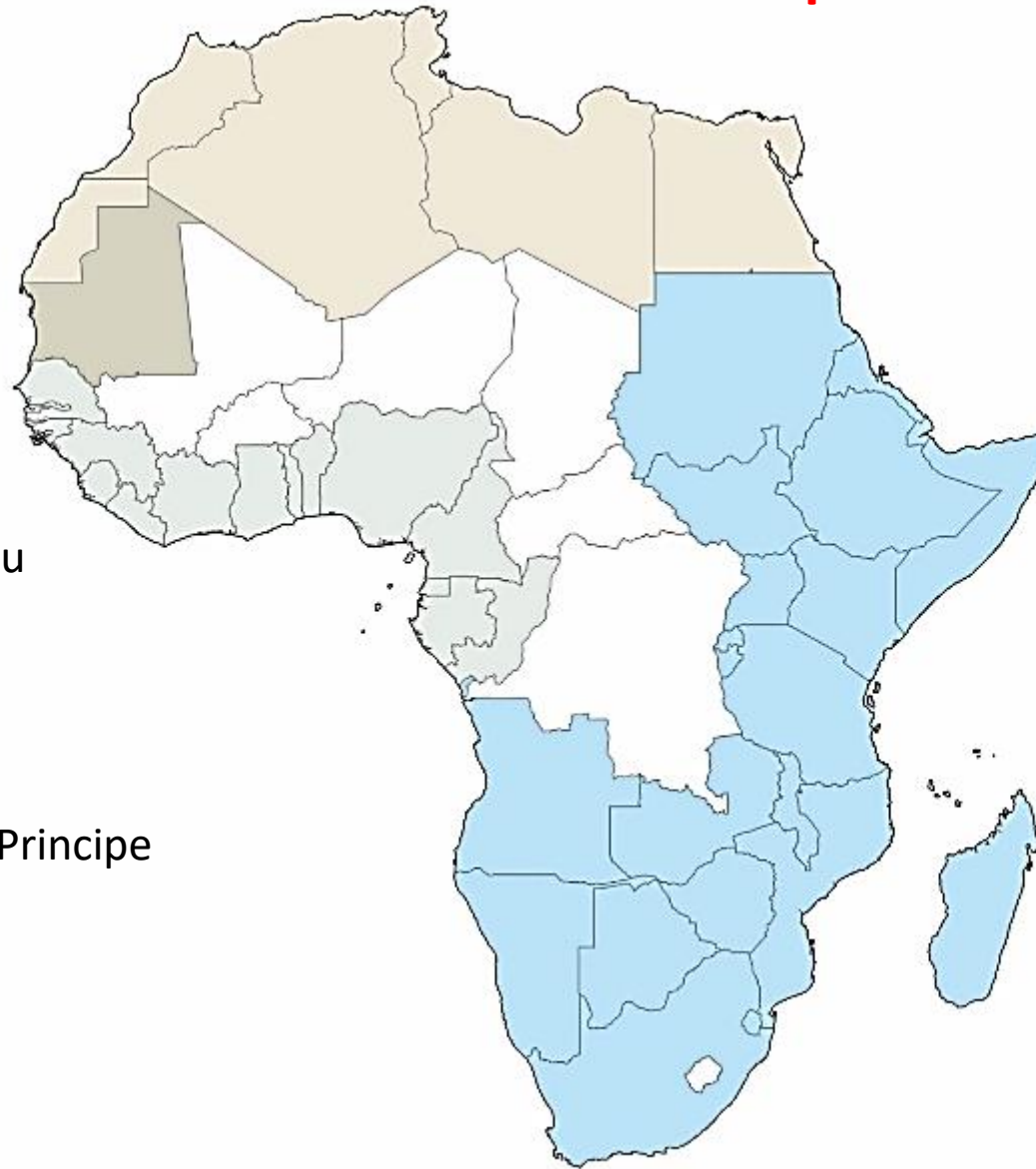
# Pan-African Association for Port Cooperation (PAPC)

## UAPNA Members = 8

Algeria	Morocco
Egypt	Sudan
Libya	Tunisia
Mauritania	Western Sahara

## PMAWCA Members = 18

Angola	Guinea Bissau
Benin	Ivory Coast
Cameroon	Liberia
Cape Verde	Mauritania
Congo	Nigeria
Equatorial Guinea	Sao Tome & Principe
Gabon	Senegal
Gambia	Sierra Leone
Ghana	Togo
Guinea (Conakry)	



## PMAESA Members = 25

Angola	Namibia
<b>Botswana</b>	Rwanda
Burundi	Seychelles
Djibouti	Somalia
Eritrea	South Africa
Ethiopia	South Sudan
Kenya	Sudan
<b>Lesotho</b>	Swaziland
Madagascar	Tanzania
Malawi	Uganda
Mauritius	Zambia
Mozambique	Zanzibar
	Zimbabwe

### Legend:

- PMAESA Region
- PMAWCA Region
- UAPNA Region



Darkened shaded areas imply membership to 2 associations



# PMAESA Council

- The PMAESA Council is the supreme policy making organ of the association and consists of the full members of the Association.
- The Council meets every year to deliberate on activities of the association in the past year and approve work-plan for the next year.



# PMAESA Board

- **Chairman** – TRANSNET (South Africa)
- **1st Vice Chairman** – **Vacant**
- **2nd Vice Chairman** – Seychelles Ports Authority (Seychelles)
- **Treasurer and Ex Officio Board Member** – Kenya Ports Authority (Kenya)
- **1st Member** – Sea Ports Corporation, Sudan
- **2nd Member and Immediate Past Chair** – Mpulungu Harbour Corporation (Zambia)



# PMAESA Committees

Composed of representative from various member states and play a major role in the management of the Association.

Committees develop policies on the various issues pertaining to the Secretariat and advise the Board on the implementation of new policies that helps PMAESA achieve its objectives.

**Port Operations, Marine Protection, Safety and Security** A Technical Platform to support PMAESA to attain its strategic objectives with specific emphasis on Port Operations, Maritime Safety, Maritime Security and Protection of the Marine environment

**Communications** Defines & implements the communications/marketing strategy of the Secretariat, Manages the Secretariat communication channels

**Finance** Defines and implements the Secretariat funding strategy; provides oversight into financial matters

**Legal** Advisory role to the Secretariat to mitigate exposure to risk



# The Secretariat

Based in Mombasa

It is the Executing and Coordinating Arm of the Association

It is the seat of the PMAESA Secretary General

Staff complement of 5 officers to handle Administration, Finance, Project Development, Communications and Stakeholder Engagement



**Col. Andre Ciseau**  
**PMAESA Secretary**  
**General**



# PARTNER ENGAGEMENTS & EVENTS



Annual conferences, quarterly workshops are convened to discuss issues affecting the regional maritime industry/sector

# Areas of Focus

1. Standardisation, collation and harnessing of information
2. Provide competence and expertise to members
3. Collaborative relationships
4. Promote development of women in the Maritime Sector
5. Promotion of the fishery industry
6. Influence policy framework
7. Promotion of the tourism – cruise and aquaculture
8. Maritime safety and security
9. Alignment of initiatives to drive the achievement of
  - AU AIMS 2050
  - UNECA SRCM business plan
  - UN Almaty Programme of Action (Addressing special needs of landlocked developing countries)





# Ongoing initiatives/programmes

## World Bank/SSATP (Africa Transport Policy Program)

- Port Concession Guidelines
- Study on Ability of Ports to produce PPIs

## UNECA

- Mainstreaming Intelligent Transport Systems

## IMO

- Level of compliance to the SOLAS VGM (Verified Gross Mass) Requirement for Export Containers– National Workshops
- Maritime Technology Cooperation Centres (MTCC) Africa

## Trade Mark East Africa

- Development of dedicated cruise terminal - Mombasa
- Implementation of Joint Operations Center (JOC) concept in the Northern Corridor

International Association of Maritime Economists Conference (IAME) 2018 Conference which led to the formation of the **IAME Africa Chapter**

## UK AID/University of Cardiff

- Safe Seas Project



United Nations  
Economic Commission  
for Africa



INTERNATIONAL  
MARITIME  
ORGANIZATION



PMAESA

# Ongoing initiatives/programmes – cont'd

## Cruise Africa

- Yacht Lottery Competition
- Cruise Africa brand
- UNWTO

## Training and Development programs – collaboration with:

- Arab Academy for Science, Technology & Maritime Transport
- JKUAT (Kenya)
- Galilee Inst. (Israel)
- Univ. of Brussels (VUB)



VRIJE  
UNIVERSITEIT  
BRUSSEL



# CURRENT SITUATION IN BRIEF

- Majority of African Economies being import reliant, ports are looked upon not as trade enablers but for movement of goods and services with a bias towards imports (finished products)
- Incoherent infrastructure investment programs which look at sections of the value chain instead of holistic approaches.
- Vessels are getting bigger and bigger. Land for ports is prime and it is getting congested due to proximity to urban areas e.g. Durban, Mombasa and Dar Es Salaam...
- Can African countries cope?

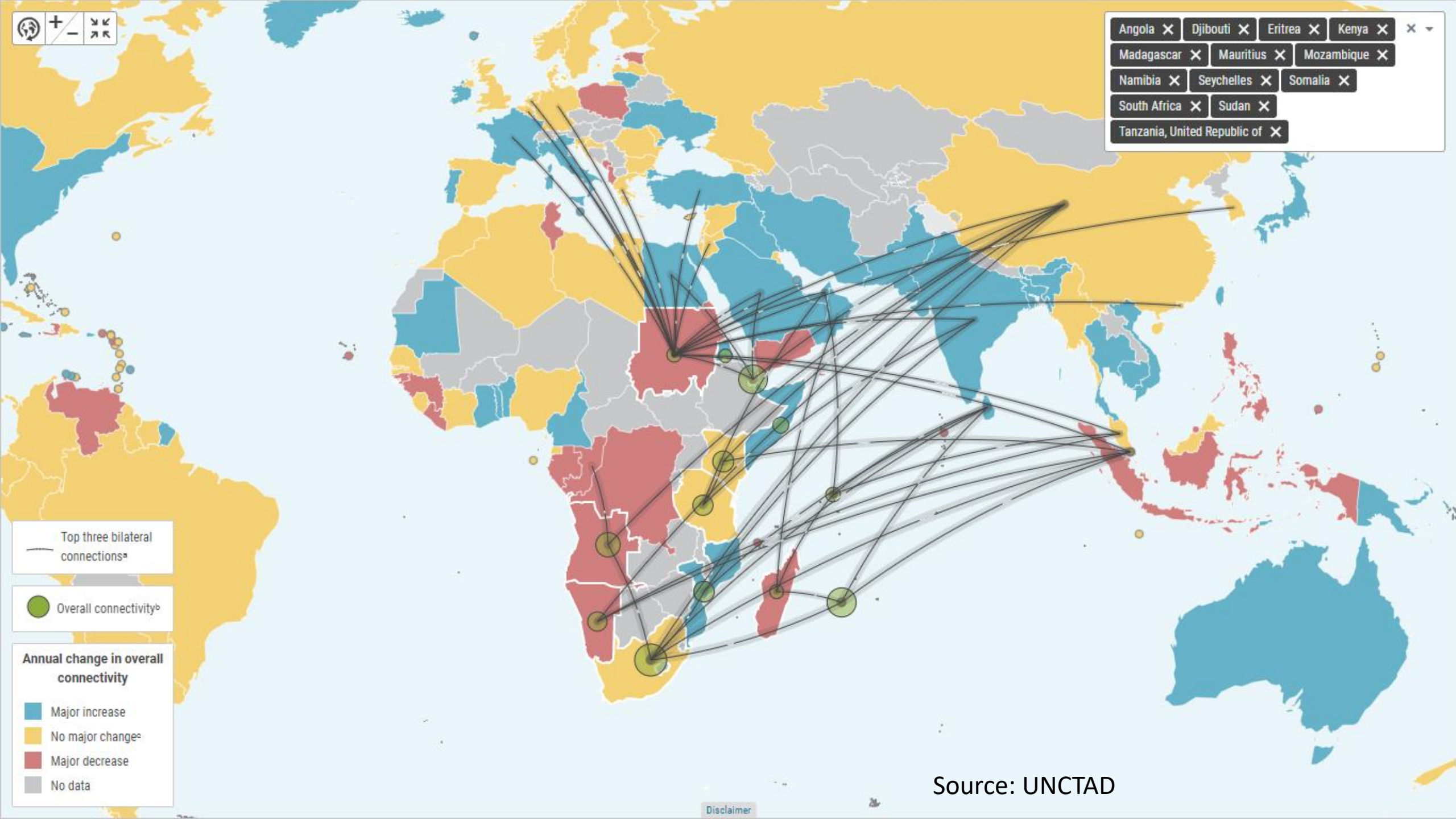




# BEST CONNECTED COUNTRIES IN AFRICA – OVERARCHING FACTORS

In Africa, geography and port reforms emerge as critical factors.





- Angola X
- Djibouti X
- Eritrea X
- Kenya X
- Madagascar X
- Mauritius X
- Mozambique X
- Namibia X
- Seychelles X
- Somalia X
- South Africa X
- Sudan X
- Tanzania, United Republic of X

Top three bilateral connections<sup>a</sup>

Overall connectivity<sup>b</sup>

**Annual change in overall connectivity**

- Major increase
- No major change<sup>c</sup>
- Major decrease
- No data

Source: UNCTAD

Disclaimer

# Port calls and port turnaround times

## UNCTAD Report – Liner Connectivity

- Container vessels have the lowest turnaround times. In 2018, a ship spent a median time of 23.5 hours in ports.
- Economies with fastest turn-around times are advanced ones with large volumes or small ones that handle low cargo volumes at each port call.
- Bottom 10 countries are all developing countries or least developed countries.
- However, a longer time spent in port does **NOT** necessarily mean port is less efficient, as owners of ships may choose to have them stay longer in a port to purchase goods.
- Port with faster turnaround can accommodate a larger number of port calls with the same number of berths.
- Such a port is also more attractive to shippers and carriers so the number of port calls will be higher compared to a competing port that has a lower turnaround time.



# REGIONAL HUBS

## Eastern & Southern Africa Ports

- There are no global hubs in the ESA region.
- A regional hub is smaller in scale and acts primarily as a transshipment hub to other ports in the region.
- Feeder ports are the ports that are not connected to the main trade routes and are primarily “feedered,” or served, by the main shipping lines, via the regional hub ports.
- Regional ports, small or large, are those that have a specific focus on the port’s direct hinterland, which determines the size of the port.



# TRENDS SHAPING TRANSPORT INFRASTRUCTURE IN AFRICA

**Transport infrastructure fundamental enabler of sustainable economic growth in Africa**

**Essential for global competitiveness and trade**

**The maritime transport industry is currently experiencing great change, which is being driven by several global trends, including:**

- Tech-driven efficiency & Automation and
- Environment Social Governance (ESG)



*Thank you for your attention*

*Asante sana!*

