East Africa Community
Lake Victoria Basin Commission

JUMUIYA YA AFRIKA MASHARIKI

20TH MEETING OF THE SOUTHERN AFRICAN AND ISLANDS HYDROGRAPHIC COMMISSION (SAIHC20)

LAKE VICTORIA MARITIME TRANSPORT AND TRADE

Lake Victoria Basin Commission
Kisumu, Kenya

Institutional background

- LVBC is a specialized institution of the EAC
- Establishment of the Commission is provided for under Article 114 of EAC Treaty (1999).
- Operations of the Commission is governed by the Protocol for Sustainable Development of LVB (2003)

Other guiding documents include:

- Shared Vision & Strategy Framework
- EAC Development Strategy
- Strategic Plan (currently 2021-2026)
- Sectoral Council & Council's Decisions & Directives
- Regional policies and strategies

LVBC'S VISION & MISSION

Vision

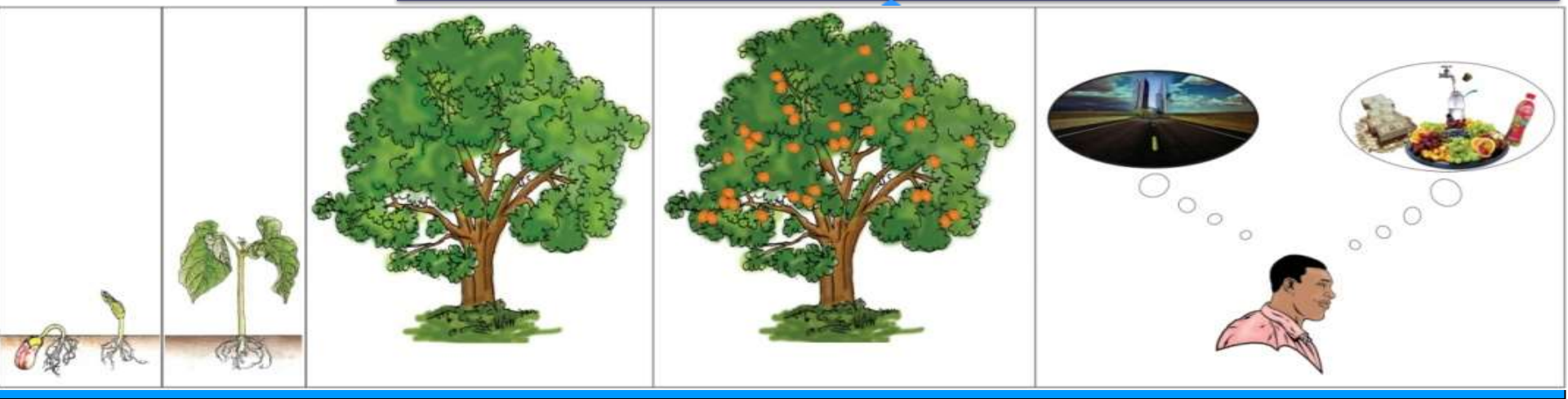
"A prosperous population living in a healthy and sustainably managed environment providing equitable opportunities and benefits"

Mission

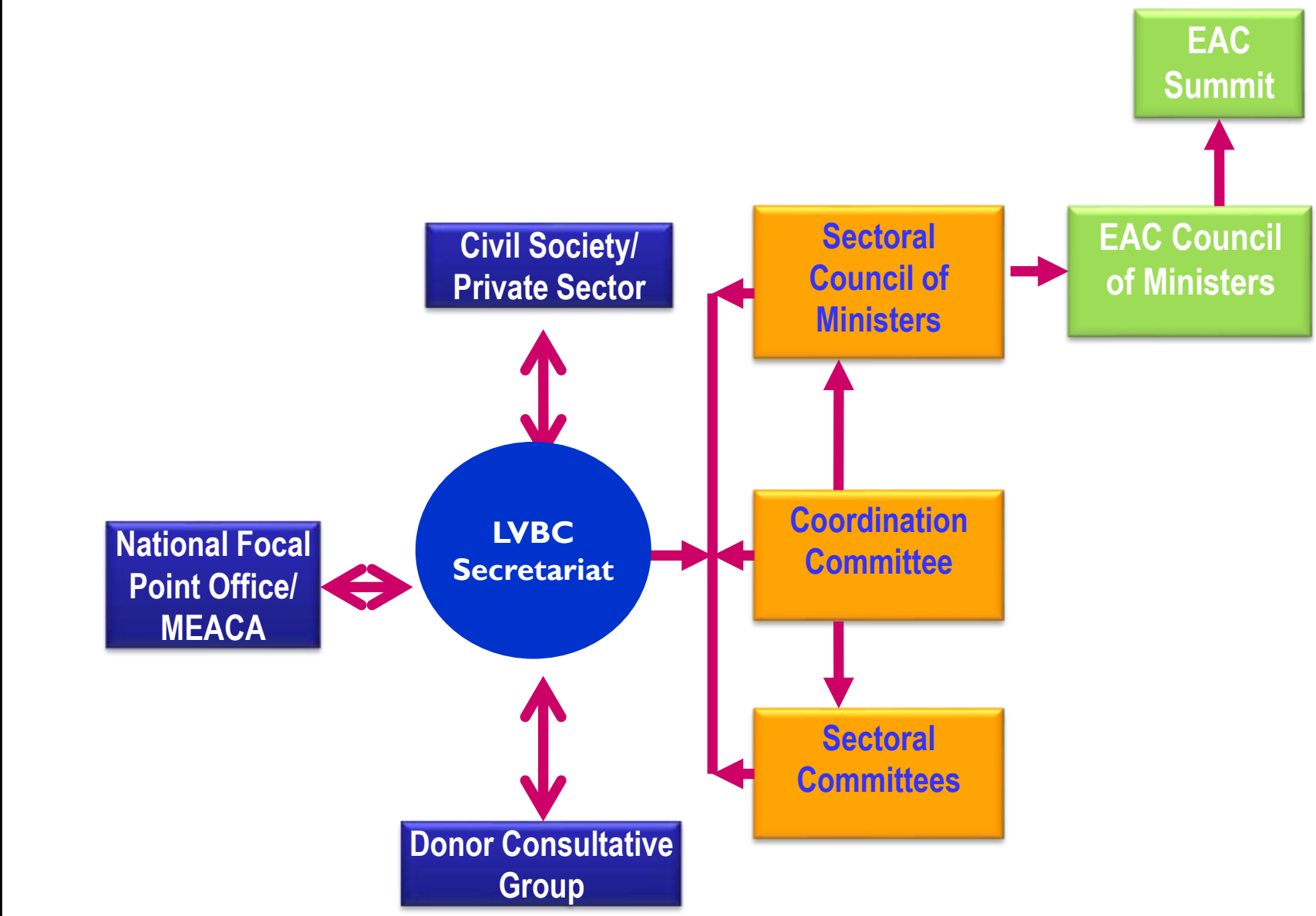
To promote, facilitate & coordinate activities of different actors towards sust. Devpt. and poverty eradication of the LVB.

Objectives

Promote Equitable economic growth, poverty eradication, Env. Cons., NRM, Safety of Nav.



LVBC Governance structure



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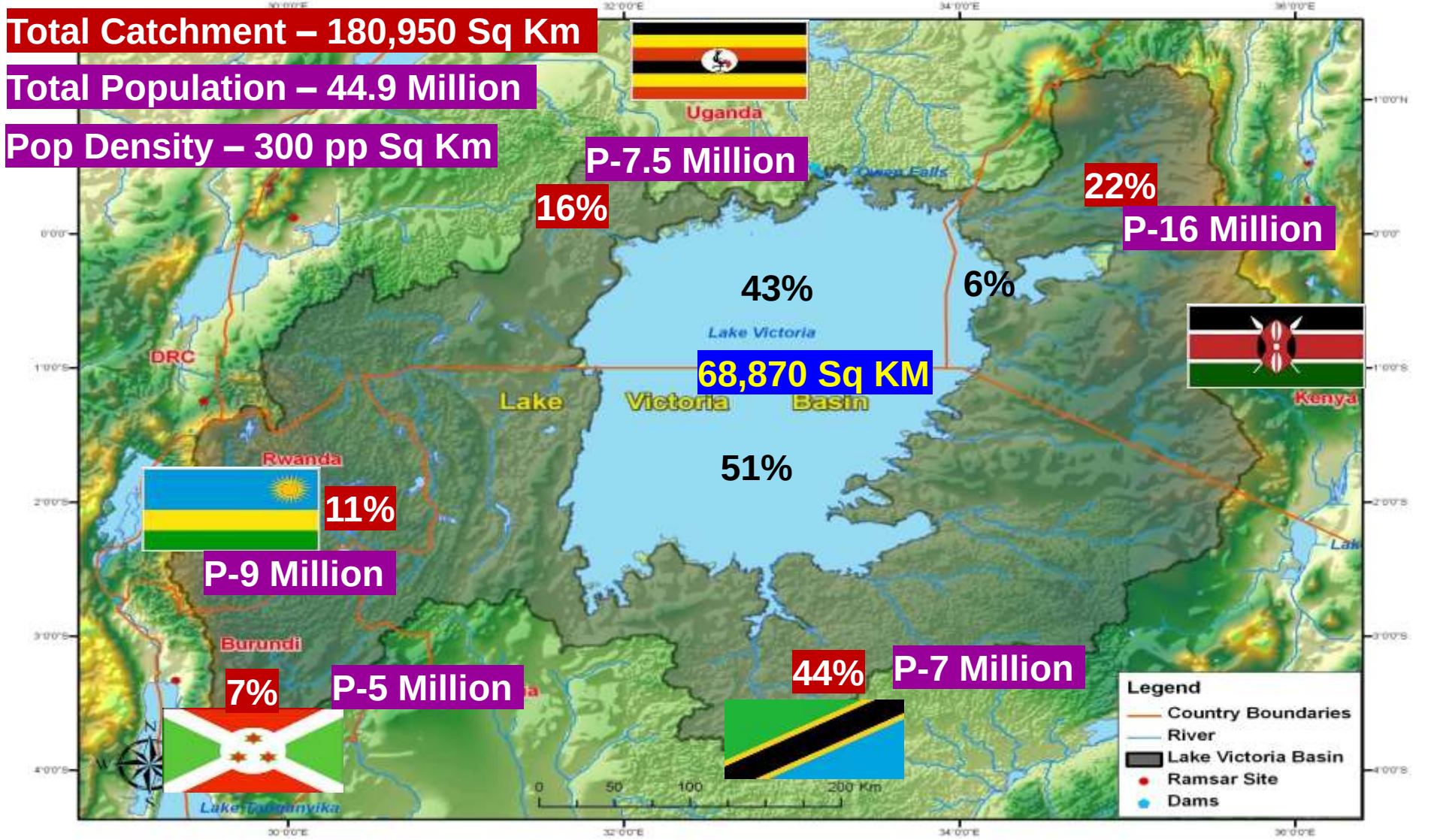


SOME FACTS ABOUT LAKE VICTORIA

Parameter	Figures
Surface Area	68,870 Km²
Average Depth	**40m**
Maximum Depth	84 Meters
Shore line length	4828 Km
Volume	2,750 Cubic Kilometers
Source of water	**Precipitation- 82%** **Rivers – 18%**
Loss of water	**Evaporation – 76%** **River Nile Outflow – 24%**
Water Residence	23 Years (P in P out)

SOME FACTS ABOUT LAKE VICTORIA

✓Is the world's second and Africa's largest fresh water lake with an area of approx. 69,000 square kilometres.

✓has the largest freshwater fisheries in Africa producing 800,000 to 1,000,000 metric tons of fish annually, worth around USD 600 million at the landing points and USD 250 million in exports.

✓provides livelihood for three to four (3 – 4) million people around its shoreline.

✓employs about 200,000 fishermen to perform the primary fishing activity using a fleet of small crafts approaching 70,000 in number (65% of which are paddled).

✓claims an estimated 1,000 lives each year as a consequence drowning, pirates, and accidents.

Lake Victoria Maritime Transport and Trade

- Lake Victoria is the largest freshwater fishery in Africa, producing 800,000 to 1,000,000 metric tons of fish every year. This fishery is worth around USD 600 million at the landing sites and USD 250 million in exports. It provides livelihoods for about 3-4 million people residing along its shoreline (AfDB, 2016).

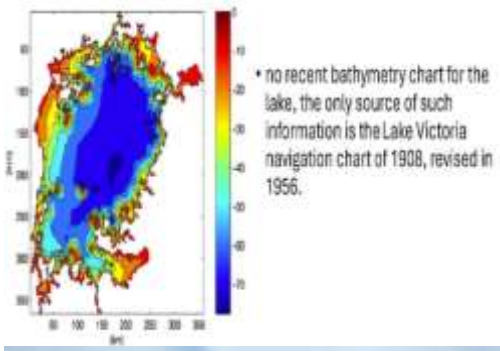
- It employs about 200,000 fishermen to perform the primary fishing activity using a fleet of small crafts approaching 70,000 in number (65% of which are paddled).

- Water transport through inland waterways and over shorter maritime distances has the potential to enhance continental interoperability in Africa significantly.

- Lake Victoria transport has the potential to expand the tourism sector – more than 1000 islands with pristine beaches.
- Lake Victoria ports are poised to play a crucial role in boosting intra-African trade, solidifying their positions as gateways for the EAC economic integration

Status and challenges

- Increased no. of marine accidents due to hazardous weather conditions, unseaworthiness of vessels, lack of navigational charts, insufficient aids to navigation equipment, unskilled seafarers, etc. eg estimated 1000 deaths/year affecting more than 30,000 people. Notable accidents include MV Bukoba (1000 lives lost), MV Nyerere (228 lives lost), MV Templar (30 lives), etc.
- Maritime security threats - drug trafficking, IUU fishing, illegal immigration, and piracy. These threats pose a significant risk to the safety and livelihoods of the region's inhabitants.
- The port infrastructures and landing sites require improvement to ensure safety, climate resilience, and productivity.
- Inadequate maritime regulatory framework and Governance - lack of a lake-wide Maritime Transport Policy, unharmonized regulations and procedures, outdated maritime transport Act, ineffective governance structure and enforcement mechanisms, etc.
- Marine pollution by shipping activities – lack of standardized port waste reception facilities, threats of oil spills, marine plastic pollution, and ship air pollution emissions.



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Status and challenges..

- Poor access roads to Lake Victoria Ports limit trade and economic development - increased costs, supply chain disruptions, limited market access, and environmental impact.

- Limited inland container depots (ICD)/dry ports – facilitate trade and ease congestion at Lake Victoria ports by providing storage and handling facilities.

- Lack of sufficient offshore petroleum products storage facilities across Lake Victoria – more storage facilities are needed for fuel tankers on Lake Victoria to ensure safe and efficient transportation.

- There is a lack of complete and comprehensive connectivity among the roads, railways, and ports, resulting in limited intermodal transportation systems on Lake Victoria.

Past/recent and ongoing activities/initiatives and lessons

REGIONAL

- Enactment of Lake Victoria Transport Act (2007) and its Regulations - Safety Regulation (2010) and Fees Regulation (2010).
- Implementation of the MLVMCT project to promote increased transport and trade on Lake Victoria by improving maritime transport infrastructure, including maritime communications, navigation safety aids, and maritime emergency search and rescue services – USD 25 Million.
- Rehabilitation of Research Vessel RV Jumuiya – used for research, water quality analysis, hydrographic survey, etc.
- Completion of SESIA and Lake Victoria dredging study for Lake Victoria Transport programme (LVTP).
- Installation of 86 Aids to Navigation equipment in Lake Victoria to ensure the safety of navigation.
- Gazettement by the council of EAC Ministers of the number 110 as an emergency number to be used in Lake Victoria for Search and Rescue services.

KENYA

- Kenya's government has completed the Kisumu port rehabilitation, and the facility is now operational, focusing on handling cargo shipments to the hinterlands.
- Rehabilitation of MV Uhuru, a train ferry with the capacity to transport 1180 tonnes of cargo or 22 long rail wagons in four lanes. Currently, is being used to ferry goods and petroleum products from Kisumu to neighbouring countries.
- Construction of a new MV Uhuru II wagon ferry to transport cargo with a capacity of 1,800 tonnes, carrying up to 22 wagons, and an estimated capacity of 2 million liters of crude oil per trip.
- The Kenya Pipeline Company has completed the construction of the USD 17 million Kisumu Oil Jetty with storage tanks (70 million liters). This provides seamless availability of petroleum products across the Region.
- Kenya Shipyards Limited was established for shipbuilding alongside the RTI Marine school in Kisumu to provide maritime education and training.
- Implementation of Kisumu Port Resilient infrastructure programme

Recent and ongoing activities/initiatives - LV Maritime transport

TANZANIA

- The Government of Tanzania has undertaken the task of rehabilitating strategic vessels - MV Victoria, which has a carrying capacity of 1,200 passengers and 200 tonnes of cargo; MV Butiama, which has a carrying capacity of 200 passengers and 100 tonnes of cargo; and MV Umoja, which is a train ferry with 19 wagons (1,200 tonnes).

- Construction of a new ship, MV Mwanza (cost USD 39M), with capacity for 1,200 passengers, 400 tons of cargo, 20 small vehicles and 3 trucks. This ship will be the largest vessel in the Great Lakes region upon completion.

- The total number of small vessels on the Lake Victoria side of Tanzania is 25,620; cluster ports 346 (NBS, 2021).

- A new floating dock was constructed at Mwanza South Port for a total cost of USD 16 million.

Recent and ongoing activities/initiatives - LV Maritime transport

UGANDA

- A new Bukasa Port is being constructed to cater to conventional vessels and is expected to handle up to 5.2 million tonnes of freight annually. The Port will provide reliable, effective & sustainable multi-modal transport system along the Central and Northern Corridor.
- Construction of new tankers – MT Elgon and MT Kabaka by Mahathi infra Uganda. The two tankers, with a total capacity of approximately 10 million litres, provide a cost-effective and efficient way of transporting fuel and reducing environmental impacts in the Region.
- Construction of a new freight transport ship, MV Mpungu, with a capacity for up to 1,000 tons of containerized cargo – equivalent to 21 trailers.
- Enactment of Inland Water Transport Act 2021 that provides for the regulation of inland water transport and consolidates the law related to shipping.
- Construction of a Maritime Survival Training Centre in Entebbe to enhance the skills of seafarers on inland water bodies.
- Construction of Multiple Inland Container Depot (ICD) in Kampala. The ICD handles cargo destined to Uganda, exports, and cargo in transit. The ICD handles 50,000 TEU's per year and can handle up to 100 TEUs per day. Construction of the Mukono ICD in 2015 with 6,000 TEU handling capacity.
- The total number of small vessels on the Lake Victoria side of Uganda is around 15,000 (CCTTFA, 2019).

Opportunities

- Lake Victoria's transport infrastructure has the potential to generate around US$60 billion worth of trade annually. Currently, it only realizes around USD$6 (EAC, 2019).
- The ports situated on Lake Victoria serve as crucial links connecting LVB Partner States to the Northern and Central transport corridors - contributing significantly to the economic growth and development of the region.
- The Lake transport is currently underutilized and is not significantly affecting the corridor volumes. Inland transport costs could be reduced if there is a seamless transition between railway, road, and ship wagons.
- Inland Inland water transport has several advantages over other modes of transport, including being cheaper, safer and transporting bulk goods. It also consumes less energy and emits fewer greenhouse gases e.g. energy consumption per km/ton of transported goods by water is approximately 17% of road transport and 50% of rail transport.
- The connectivity of the Standard Gauge Railway (SGR) to the ports of Lake Victoria has the potential to greatly enhance trade and economic growth, benefitting local communities and businesses.

Priorities interventions

- Improvement of maritime safety and security on Lake Victoria – installing aids to navigation equipment, construction and equipping of Search and Rescue (SAR) stations, Lake ports compliance to ISPS code,
- Conduct hydrographic/bathymetric surveys of entire Lake Victoria to produce new navigational charts for safe and optimized transportation.
- Investing in sustainable Port infrastructure including modernization, expansion, and automation to improve efficiency, competitiveness, and environmental responsibility; construction of climate-resilient landing sites used by small passenger and cargo vessels; implementing one-stop border posts on Lake Victoria ports; rehabilitating the access roads.
- Digitalization of maritime operations by improving port management, supply chain transparency, and operational efficiency. These advancements can streamline trade processes and reduce costs.
- Construction of standard waste reception facilities at ports and landing sites across Lake Victoria to have environment-friendly transport.
- Enhance maritime regulatory framework and governance – amendment of LVT Act 2007, harmonized maritime transport policies and regulations, strengthening capacity building and regional/international collaboration

Priorities interventions

- Construction and operation of inland container depots (ICD) to facilitate maritime trade and transportation in the LVB.

- Investing in the private sector's construction of modern, eco-friendly ships, ferries, and barges for marine transport in the LVB is crucial for sustainable development. This will boost the local economy, enhance the safety and efficiency of water transportation, and reduce the environmental impact.

- Investments in offshore petroleum storage facilities in Lake Victoria can help facilitate fuel and trade transportation in the region.

- Investments in the development of intermodal transportation infrastructure on Lake Victoria, including the construction of ports, terminals, and connecting infrastructure such as roads and railways. This can help unlock the economic potential of the region and improve connectivity to markets both within and outside the region.

Upcoming Regional Projects

- Climate resilience for sustainable maritime transport infrastructure in Lake Victoria Basin (CREST-LVB) project funded by AfDB - from 2025
  - Resilient maritime transport infrastructure.

- Multisectoral Multiphase Programme for Lake Victoria Basin funded by World Bank – from 2025
  - Safe lake navigation and improved port access

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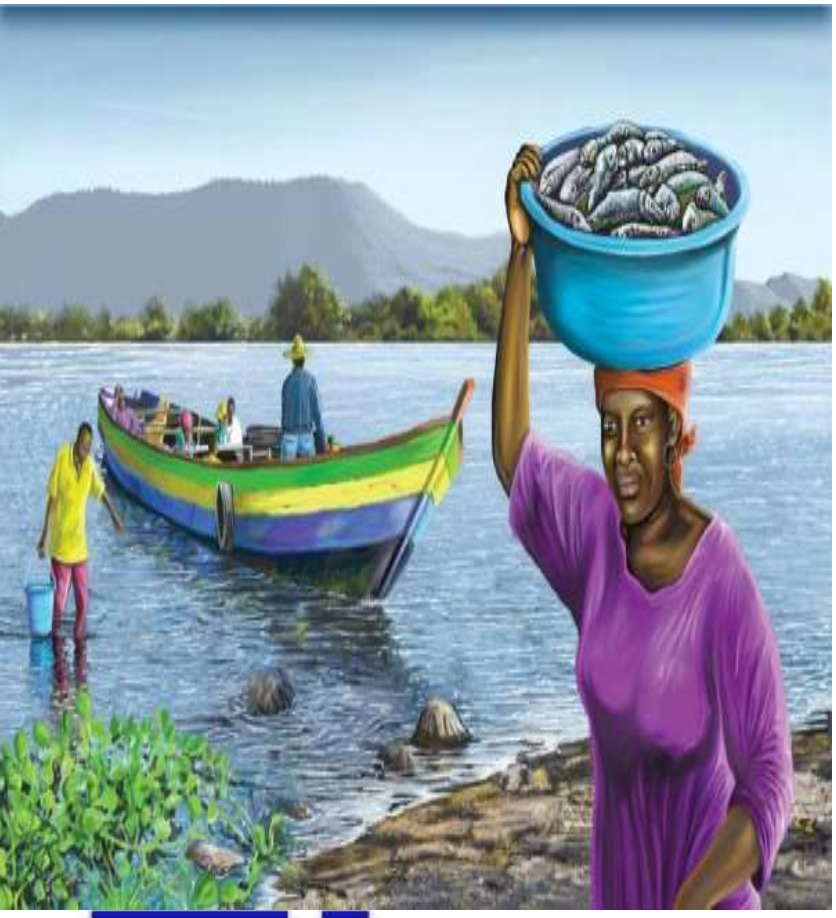

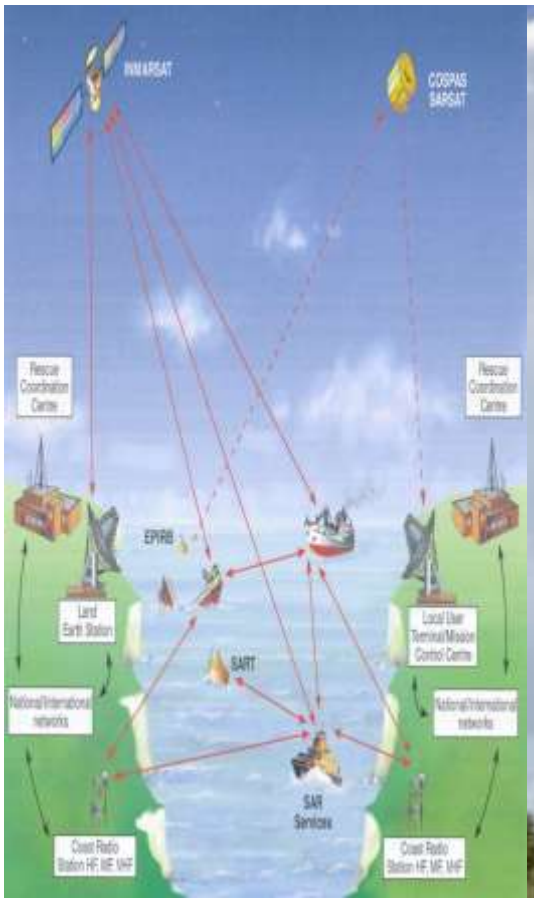

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