

INTRODUCTION

This Regional trade development on cargo volume and throughput in the Red Sea region as base of this so important event, is considered a great opportunity to share the significance of the strong and sustainable trade growth of the EAST AFRICAN COUNTRIES, with the rest of the world principally with Asia, in the past ten years.

Africa became in the Present, the Future Center of Trade in the whole World.

Due to the PORT DEVELOPMENT STRATEGY VISION of HIS EXCELLENCY Mr. ISMAEL OMAR GUELLEH and the Leadership of the PRESIDENT of DPFZA Mr. ABOUBAKER OMAR HADI, our Sea Ports in the East Coast of Africa, in particularly Djibouti, have made attractive the HUBBING for Main Shipping Lines for Cargo distribution in the Red Sea & East African Ports, Bunkering (As mentioned by my Partner and Friend Mr. Abdi Ismail CEO of Red Sea Bunkering), Provision and material supply, repairs, crew change, between others, supporting the Shipping Market with a high Standard Service with a substantial reduction of cargo transporting time to its final destination, which is reflected in positive numbers.

Actually, Feeder Companies operating in the region are mostly foreign companies which, in opportunities, belong to the Main Lines. Feeding in the region have been weak against this fast increase.

It is good to bring to this discussion the speech of yesterday:

Session 1. International trade expansions and its up-to-date initiatives in the Red Sea region

- Initiatives in air cargo connectivity and its impact on the economic development. *Abdourahman Ali*, Chief Executive Officer, Air Djibouti. (SESSION 1)

Session 2. The future of African's gateways and the economic impacts on port investments and expansions

- Investments on container movement and transshipment activities in the región. *Dr. Robin Yubin Li*, Vice President, China Merchants Port, China.
- Future prospects on the new strategic partnership between China and Africa. *Zhou Chao*, Vice President, China-Africa Development Fund, China.
- Strategic investments in handling the challenge of growth in cargo throughput. *Wahib Daher Aden*, Chief Executive Officer, Doraleh Multipurpose Port (DMP), Republic of Djibouti

Due to the mentioned trading growth and international interest of Djibouti in the Maritime Industry, Feeder Companies became necessary and vital to be improved in the Local Shipping Market by our African Countries. The strength of Local Feeders in the East Coast of our African Continent is growing and at this moment **Djibouti Shipping Company** is in the process of appearing on the stage as principal actor providing shipping services and ambitions to unleash the trade potential of East Africa and the Red Sea Ports.

It is the right moment to work together considering we are geo-strategically positioned in one of the busiest maritime traffic lane in the world and the URGENT NEED of a Maritime Feeder Fleet to cover our Coastal Country,

- with the Largest Free Zone in Africa DIFTZ
- Peaceful and secure ports and zone.
- Generate local jobs and specialize nationals in shipping matters

- Presence of COMESA (Common Market for Eastern and Southern Africa as the largest regional economic Organization in Africa with 19 Member States and a population of about 390 million.
- WORK together with AFRICAN UNION as a powerful support.

This is the opportunity and the moment required by the Shipping Industry for Djibouti and East Africa as Local Operators and handlers of the market.

MANY THANKS