



KENYA PORTS AUTHORITY

The Port of Mombasa –
*Setting improved operational
performance through Infrastructure
Investments*

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Background

- ▶ Ports, traditional product transit points, have experienced a process of growth and development in recent years, evidenced by the extension and modernisation of their infrastructure, the increased number of services available and improved quality.



Background cont'.s

- ▶ Physical infrastructure is one of the most crucial prerequisites for creating and supporting an enabling business environment to foster trade, economic growth and job creation.



How has KPA used Infrastructure developments to increase efficiency?

Kenya Ports Authority (KPA) is a statutory body under the Ministry of Transport and Infrastructure mandated to maintain, operate, improve and regulate all scheduled seaports along the Kenyan coastline.



INTRODUCTION Cont'd

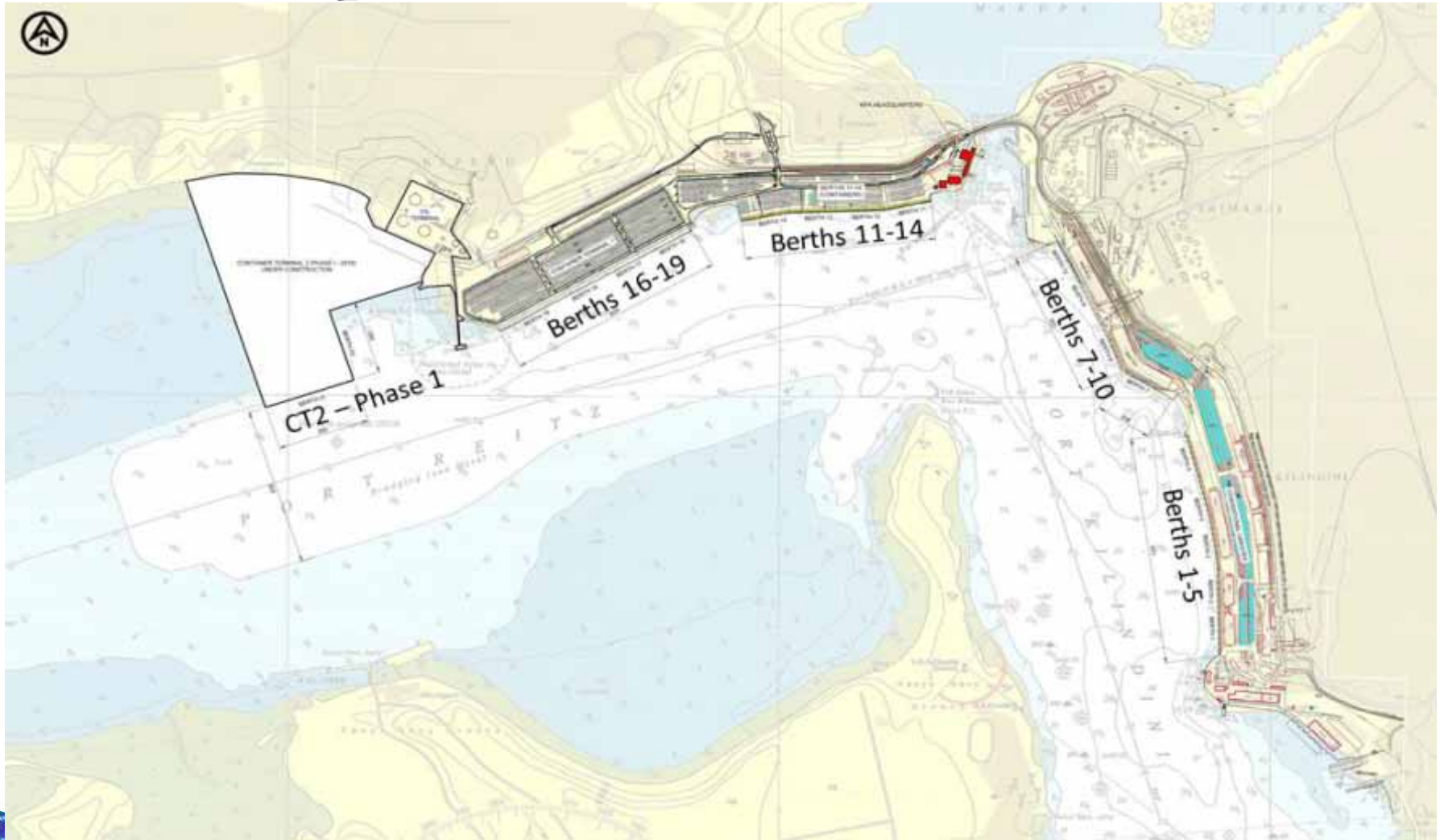
The port serves the great lakes region

It is well connected in the region with an average of 17 shipping lines calling and providing direct connectivity to over 80 ports in the world.

The port plays a major role in facilitating trade and development of East and Central Africa region.



Port Layout



Vision & Mission

Vision

World class seaport of choice

Mission

To facilitate and promote global maritime trade through provision of competitive port services



PORT FACILITIES



Container Terminal (CT1)



- ▶ Length 840 meters
(Additional 240m in March 2013)
- ▶ Depth 12.2 m
- ▶ Handles vessels up to 4500 TEUs
- ▶ Current capacity 1,050,000 TEUs
- ▶ Area 65 acres



The Conventional Cargo area



- ▶ 11 General cargo berths
- ▶ 2.5 km Quay length
- ▶ 2 Bulk oil jetties
- ▶ 3 Specialized berths
- ▶ Ship repair facilities
- ▶ Private Jetties



PORT SERVICES

Marine & Cargo Handling Services



- ▶ Pilotage, Tug Services, Mooring Services, Navigational safety, Pollution control
- ▶ Stevedoring, Shorehandling, Storage & Warehousing



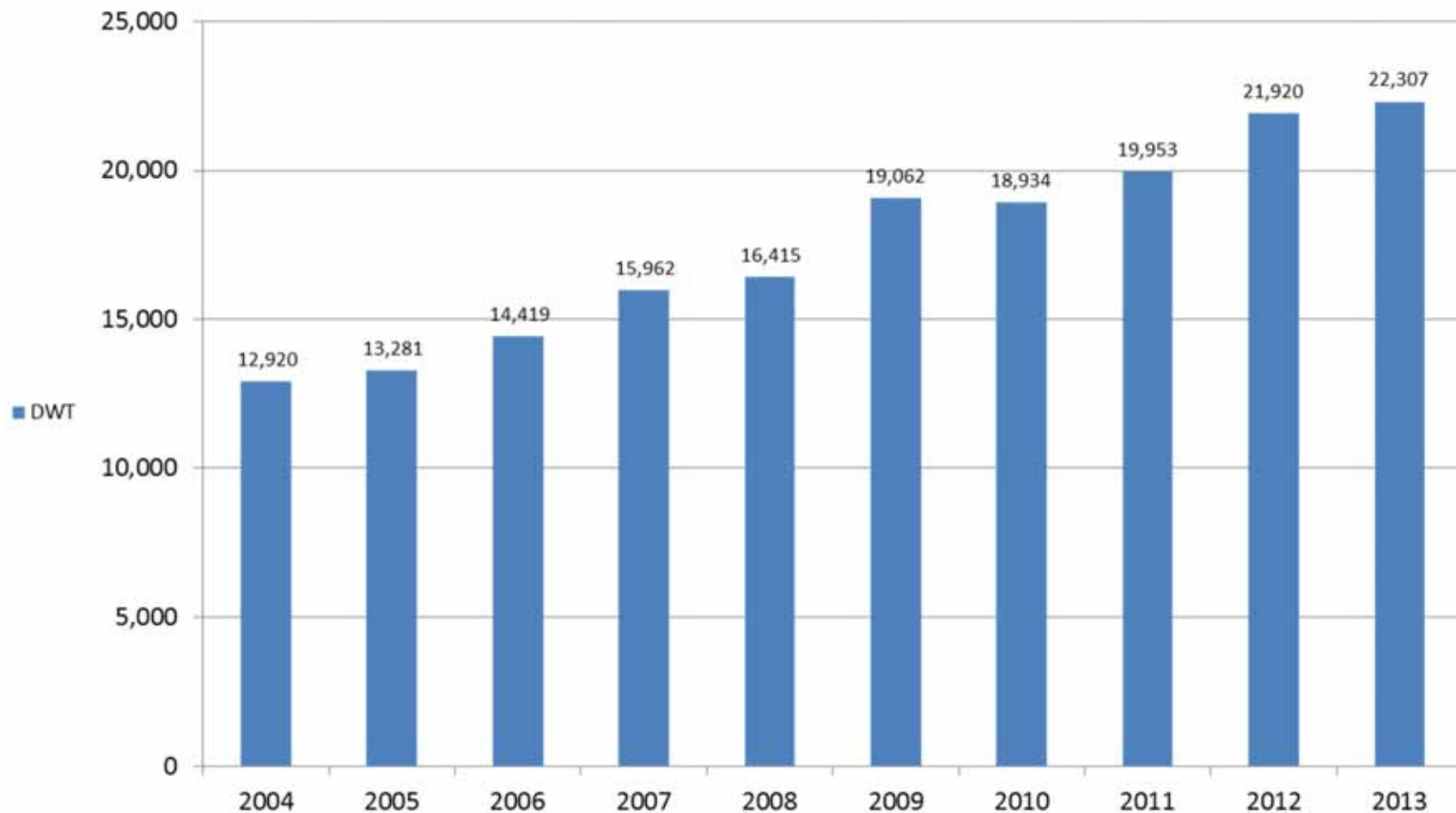
Kipevu Oil Terminal (KOT)



PORT TRAFFIC



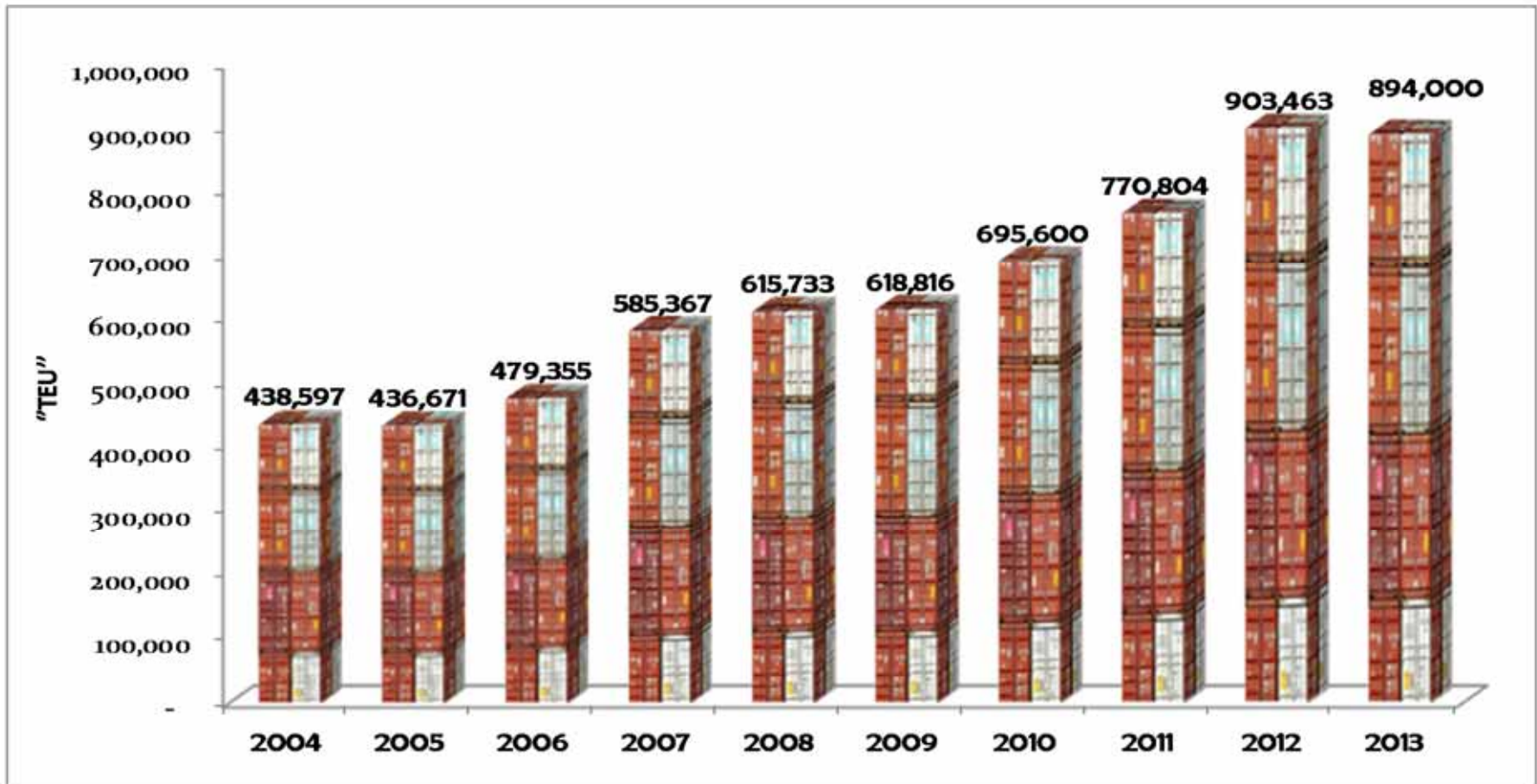
Port Throughput (DWT “000”): 2004 – 2013



Rate of increase for the period: 6.3 %



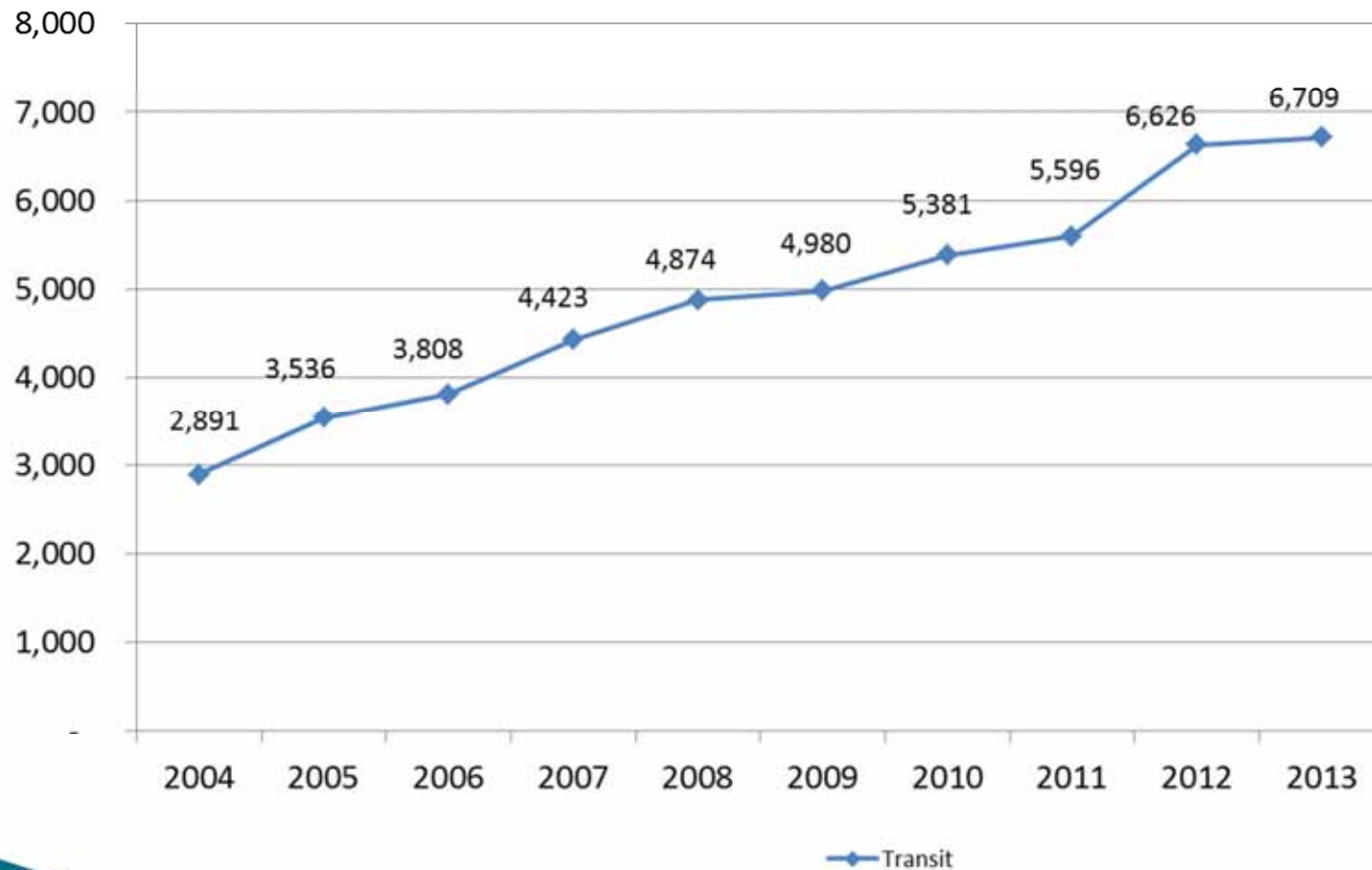
Container Traffic (TEU): 2004 - 2013



Rate of increase for the period: 8.2 %



Transit Traffic (DWT "000"): 2004 - 2013

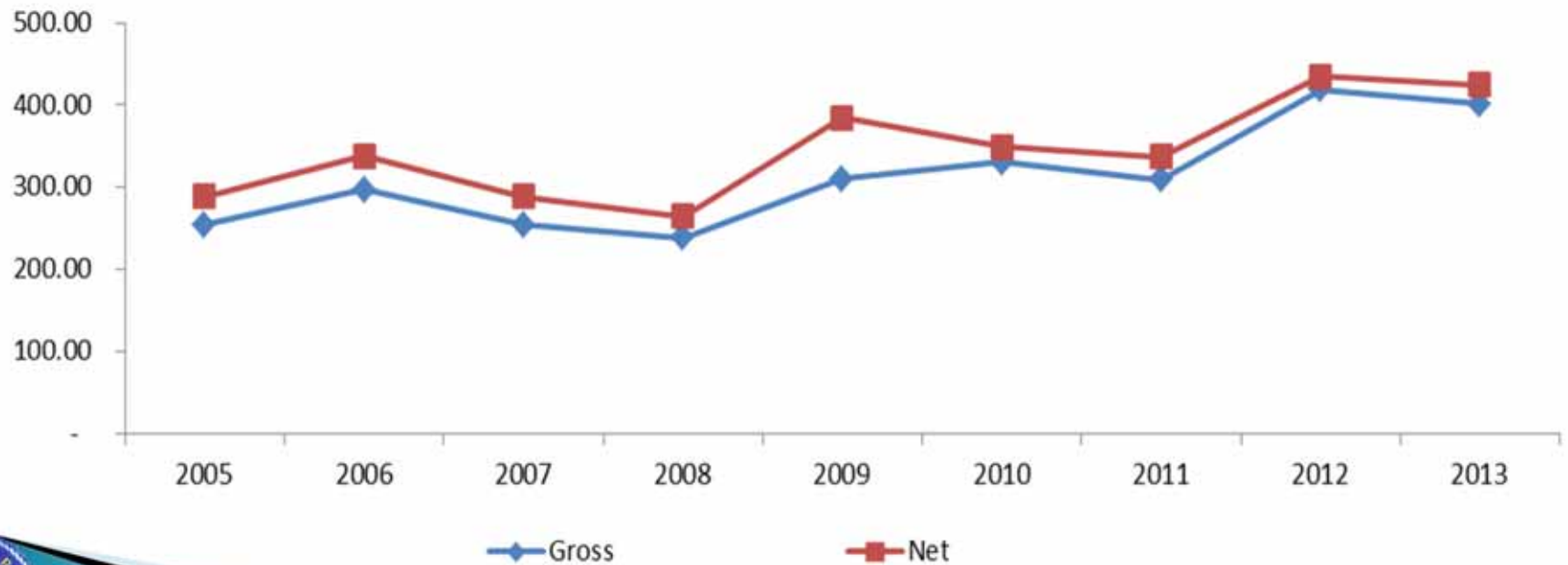


PORT PRODUCTIVITY

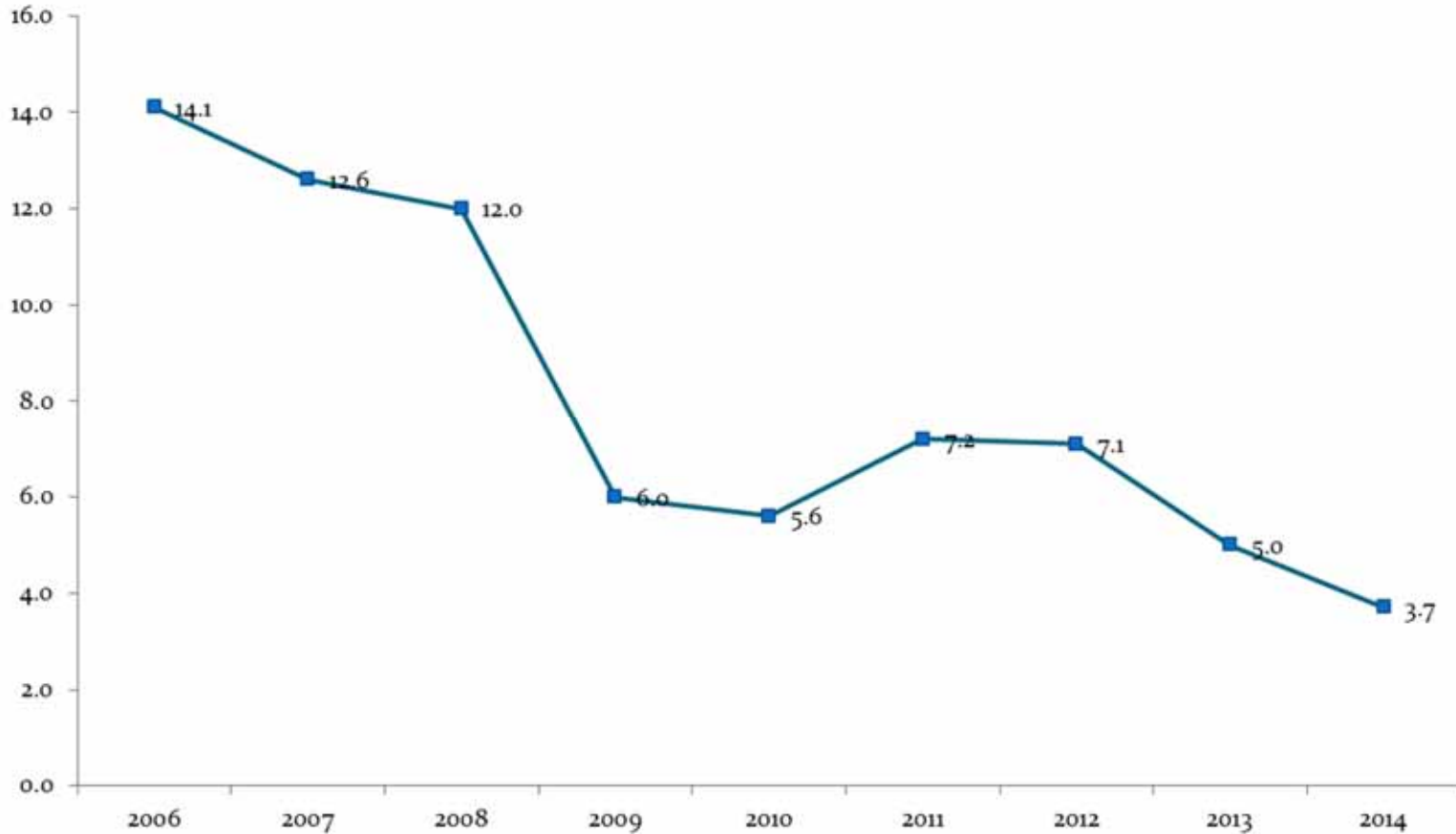


Berth Productivity

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Ship productivity (MCT) Moves per day									
Gross	254.40	297.29	254.40	239.08	310.80	330.36	309.11	418.78	401.60
Net	288.90	338.17	288.90	264.46	384.70	349.64	337.18	435.11	424.60



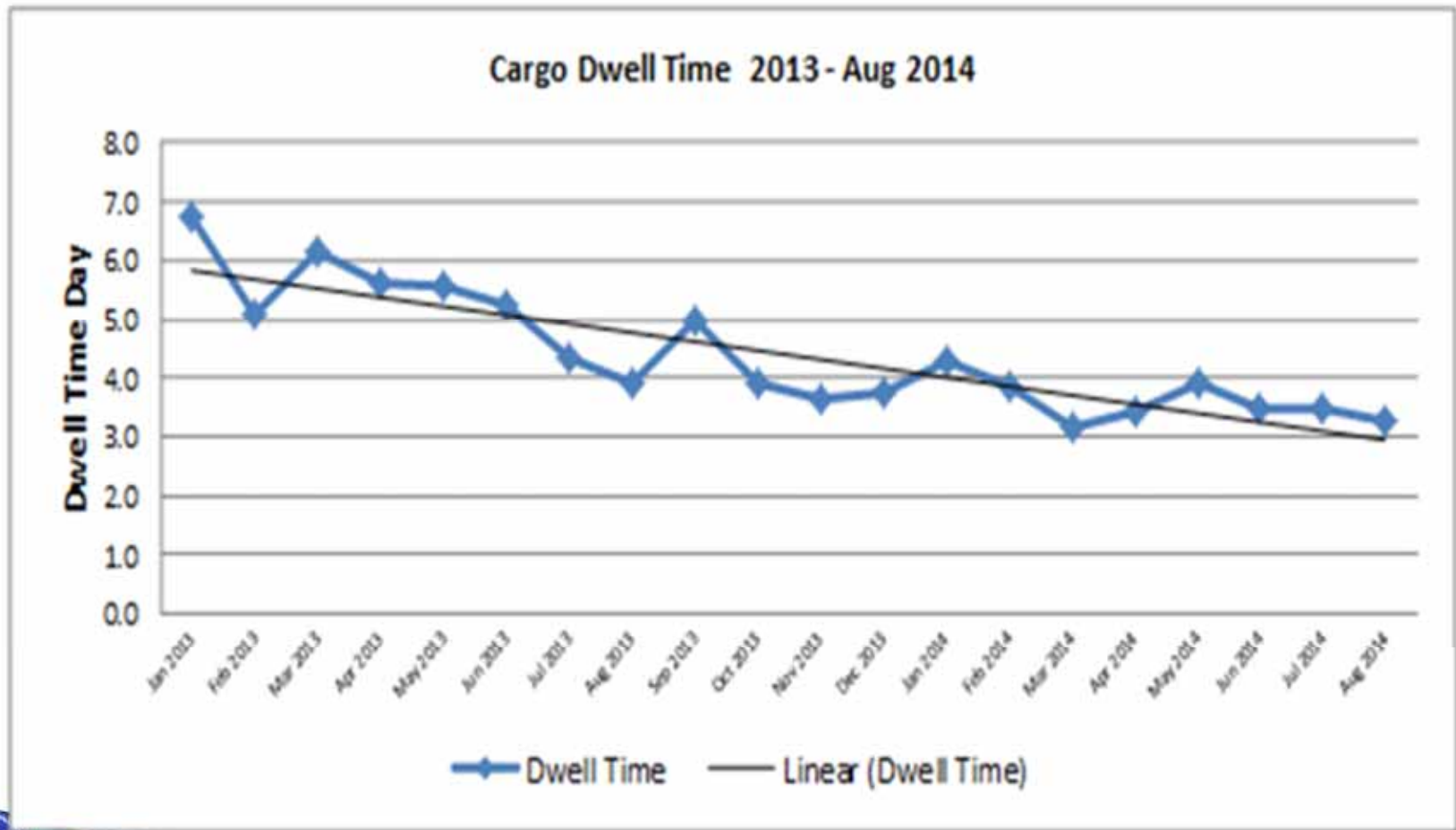
Import Container Dwell Time (in days per container) 2006 - 2014



2014 dwell time is upto April



Cargo Dwell Time



Berth Occupancy

Berth Occupancy (%)	JAN - AUGUST		CHANGE
	2013	2014	
Mombasa Container Terminal	80.9	92.0	11.1
Conventional Cargo	62.0	63.8	1.8
Shimanzi Oil Terminal	76.3	75.7	-0.6
Kipevu Oil Terminal	79.5	78.7	-0.8
Mbaraki	57.9	69.0	11.0

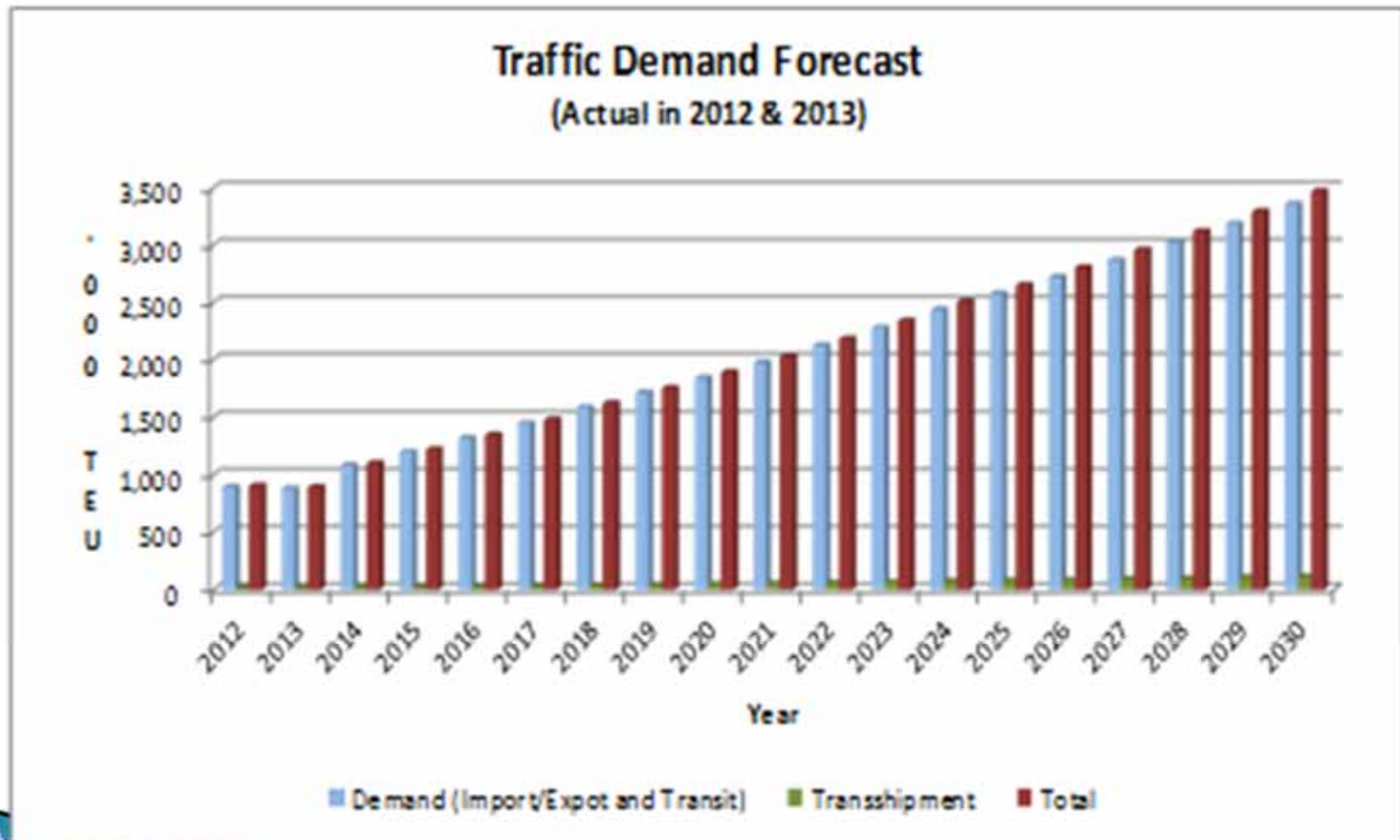


Ship Turnaround Time

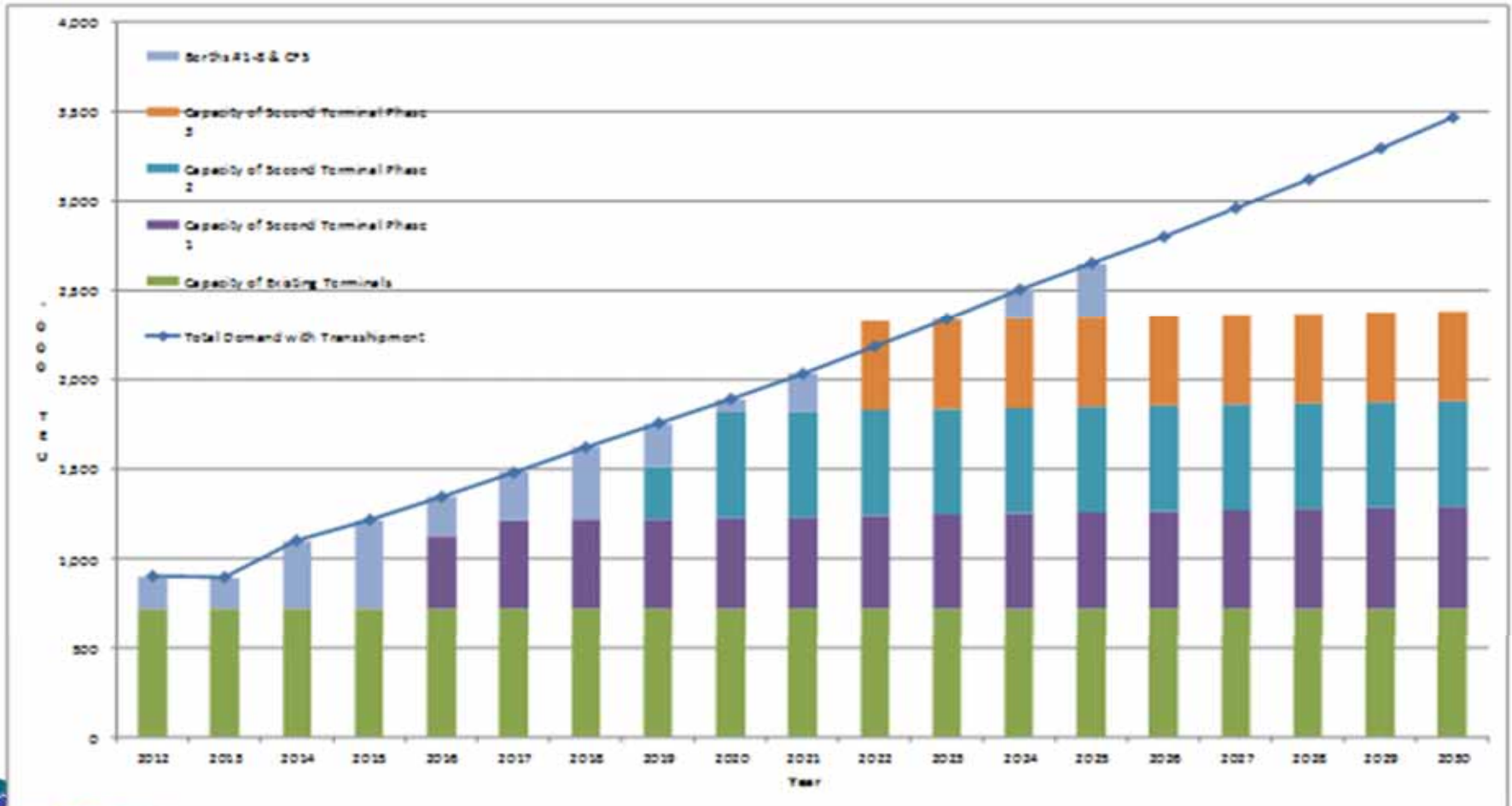
- ▶ During the period January to September 2014, the average turnaround time per ship for all vessels is 3.5 days. Car carriers had the lowest average port time of 1.0 day in 2014.



Container Traffic Forecast at Mombasa Port (Actual traffic in 2012 and 2013)



Container Capacity of the Port and Traffic Demand



DEMAND FORECAST

Using a base case scenario, the following performance is expected to be realized;

- ▶ Total port throughput expected to increase from 24 million tons per annum (mtpa) in 2014 to 29 in 2020 and 49 in 2030.
- ▶ The container throughput forecast indicates that the port will handle about 1 million TEU in 2014 to 1.8 million TEU in 2020 and 3.4 million TEU in 2030.



Demand Forecast contd.

- ▶ The forecasted growth can only be achieved if adequate port capacity is realized in time to handle, store and transport these volumes through the Port of Mombasa. Port development to address capacity is undertaken a head of demand.
- ▶ The forecasted growth in container traffic means that without both efficiency improvements and capital investments the port capacity is likely to become a constraint on the growth of the Kenyan economy.



PORT DEVELOPMENT PROJECTS



1. Completed Projects

- ▶ Dredging the channel to -15
- ▶ Construction of Berth No. 19
- ▶ Integrated Security System



IMPACT OF DREDGING – BIGGER VESSELS





PORT EXPANSION - BERTH NO. 19 – Completed March 2013



INTEGRATED SECURITY SYSTEM



2. On-going Projects

- ▶ Construction of Second Container Terminal, Phase I.
- ▶ Acquisition of Modern Equipment.
- ▶ Gate Expansion
- ▶ Developing The Lamu Port
- ▶ Development of Lake Ports



CONSTRUCTION OF THE 2nd CONTAINER TERMINAL: PHASE 1 – 60%+ Complete



ACQUISITION OF MODERN PORT EQUIPMENT



Lamu Port and New Transport Corridor to Southern Sudan and Ethiopia (LAPSSET)

- ▶ A Greenfield Freeport with 32 berths and a draft of 18 metres to accommodate bigger ships of 100,000 tons and more
- ▶ A new transport corridor linking a new port at Lamu with Garissa, Isiolo, and Lokichogio and Juba in South Sudan
- ▶ The new transport corridor with a second commercial port in Lamu will be linked with Ethiopia and South Sudan through a road network and a standard gauge railway line via Garrisa, Isiolo, Maralal, Lodwar and Lokichogio.
- ▶ Branching at Isiolo to Moyale at the border with Ethiopia.



3. Up-coming Projects

- ▶ Construction of the Second Container Terminal Phase II and III.
- ▶ Relocation of Kipevu Oil Terminal (KOT)
- ▶ Construction of 2 Berths at the Dongo Kundu Free Port



Conclusion

- ▶ Physical infrastructure expansion coupled with productivity improvement is vital to the Port of Mombasa to continue playing a catalytic role in the economies of East Africa.



THANK YOU

