

Kenya maritime authority set to roll out curriculum for land based maritime training

KMA has developed certificate and diploma curriculum for maritime transport logistics to address the skills gap in the shipping industry. The Maritime curriculum which is set to be rolled out this year has been developed in collaboration with the Kenya Institute of Curriculum Development (KICD) and the Ministry of Education, Science and Technology.

Following this, KMA launched a one week Training of Trainers Workshop at the Nyali International Beach hotel on 9th February, 2016, to equip potential instructors with the required knowledge to deliver the Curriculum and sensitize them on the procedures of its accreditation. Once rolled out, potential candidates will be expected to register for the land based maritime training programs at institutions

approved to offer the courses. The Kenya National Examinations Council (KNEC) will offer external examinations to trainees in all modules covered during the training. The KNEC will issue the candidates with result slips for Modules passed and a final Certificate or Diploma in Maritime Transport Logistics. At the end of the course, a graduate should be able to perform among other duties processing of shipping documents, managing port operations, undertaking cargo and ships clearance with relevant authorities, interpreting contract documents in shipping business, complying with environmental conventions, laws and regulations, supervising logistics and multimodal transport operations and performing

TRAINING

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ship broking activities.

Leading local maritime training institutions and stakeholders have expressed their interest in offering the courses that have been developed. The Authority is also in the process of assessing potential trainers to ensure effective delivery of the curriculum. This will enable the Authority access their capacity for training as well as determine the availability of the necessary resource persons for the program. The harmonized land based Curriculum and maritime training system is expected to enhance the maritime sector's contribution to the national economy as envisaged in Kenya's Vision 2030, the long-term national planning and development strategy. It is also expected to boost skills



A lighthouse tower at Kizingo area in Mombasa used for navigational of marine pilots accessing the Mombasa port

development in the country which will attract investments in the maritime sector. The Kenyan maritime sector has a great economic potential that still remains untapped, partly because of the shortage of skilled manpower in among other areas logistics, shipping finance, port management, marine insurance and ship chartering. The Kenya Maritime Authority (KMA) regulates and oversees the country's maritime transport services in regard to quality, availability

and cost structures as provided for in the Merchant Shipping Act 2009. With this overall objective of ensuring orderly development and competitive provision of maritime transport services in the country, the Authority is keen on the quality of services of ports and terminal operators, shipping lines, ships agents, clearing & forwarding agents, container freight stations (CFSs), cargo consolidators, empty container depots and customs services at the port of Mombasa.

There is still room for improvement in all port operations

By GITONGA MARETE
Special Correspondent

Currently, for every four import containers of goods only one container is exported, placing an immense cost and operational burden on shipping lines and The Kenya Ships Agents Association (KSAA) is concerned by the excessive time it takes to return empty containers to shipping lines' nominated depots, saying if not checked, it might create a crisis in the logistics chain. Kenya and East Africa in general suffers an imbalance in trade (more imports than exports), meaning at least 75 per cent of containers are exported empty creating an operational burden.

This then calls for repositioning, which in shipping terms means the returning of empty containers to where they can be loaded with cargo, and in Kenya's case they are returned to Asian countries. KSAA Chief Executive Officer Juma Tellah says that currently, for every four import containers of goods only one container is exported, placing an immense cost and operational burden on shipping lines and agents as they reposition the containers to key export locations such as Asia. "The rate at which containers are returned to the shipping lines is very low and this is causing a problem in the logistics chain. Some containers are never returned and if not addressed it is going to cause a crisis in the sector," he said. Mr Tellah also said that implementation of some rules by some agencies involved in cargo clearance at the port were exposing shipping lines to unnecessary costs, particularly when undocumented cargo get retained on ships, adding that there is a need to launch partial manifest to fa-



Juma Tellah, KSAA Chief Executive Officer

ilitate pre-arrival cargo clearance, if the clearing procedures are to be speeded up. Implementation of submission of partial manifest will also assist the clearing agents to present documents for cargo on the basis of its origin. This practice is in force in Tanzania. "In Kenya we wait for the entire manifest and submit as one document which causes delays due to the risk management procedures and approval procedures. Some of these processes are done when the vessel has already arrived, exposing shipping lines to

additional operating costs of running the ship which depending on the size can cost up to \$25,000 per day," he says. He however added that they have held discussions with KRA and are optimistic that the procedure will soon be adopted at the port. According to Mr Tellah, transshipment business at the port of Mombasa has been stifled by the introduction of token bonds that is supposed to serve as security for the cargo, charged at about Ksh1,000 (\$9) per container on top of Customs clearance charges paid to clearing agents. "Although Ksh1,000 (\$9) is not a lot of money, this bond should not apply in the first place because if a shipping line has 1,000 containers that is a Ksh1 million (\$10,000) which comes as an additional cost to business," he says. On training, Mr Tellah says Bandari College in Mombasa should be properly funded to train personnel to run operations in the maritime sector, and calls on the central and Mombasa county governments to ensure the institution is

turned into a training centre of choice for the region. However, despite the challenges, Mr Tellah is optimistic that improvement of efficiency at the port; investment in cargo handling equipment and the current expansion and the new 1.2 million TEU terminal under development following the dredging of the channel and construction of berth 19, will turn the port into a regional business hub. The Kenya Ships Agents Association promotes efficiency and reliability in shipping practices and management in order to attain higher standards. The association works closely with relevant government departments and agencies in the logistics business. "The business of logistics is a complicated one and there are occasional disagreements on various issues. But I think it's fair to say we all respect one another and the jobs we do. We always aim for a constructive dialogue and quickly aim to address specific service failures or complaints where possible," says Mr Tellah of the organisation.

HAZARDS OF POLLUTION

INDUSTRIALIZATION BROUGHT WITH IT THE WONDERS OF TECHNOLOGY BUT ALSO THE HAZARDS OF POLLUTION AND WASTE PRODUCTION SINCE POLLUTION IS AN INEVITABLE BY-PRODUCT OF ANY ECONOMIC ACTIVITY