



**KENYA PORTS AUTHORITY
CORPORATE BOOKLET**





KPA 2103

ACECO
NER



S. W. C.

KPA 2102

KPA 2101

168

TERBERG

168

C-101



VISION

World Class Ports of Choice.



MISSION

To Provide Efficient and Competitive Port Services to Facilitate Global Trade.



CORE VALUES



Customer focus

Service excellence is key to our operations and we endeavor to exceed customer expectations.



Integrity

We uphold fairness, honesty, professionalism and transparency in all our undertakings



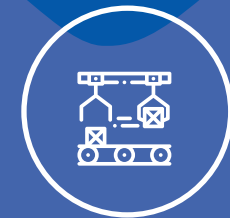
Team work

We embrace team spirit in all that we do.



Care

We care for our staff, the communities around us and are sensitive to our environment.



Innovation

We are innovative and continuously create value for our customers.



About Us

The Kenya Ports Authority (KPA) is a wholly owned State Corporation established in the year 1978 through an Act of Parliament. It's jurisdiction covers the Port of Mombasa and all scheduled seaports along Kenya's coastline and Inland Waterways. These include Old Port, Lamu, Malindi, Kilifi, Mtwapa, Kiunga, Shimoni, Funzi, Vanga and Kisumu.

The Port of Mombasa

The Port of Mombasa is the key entry and exit point for cargo belonging to a wider agricultural and natural resource hinterland of Kenya, Uganda, Rwanda, Burundi, Democratic Republic of Congo, Tanzania, South Sudan, Ethiopia and Somalia. It is well connected in the region, with over 40 shipping lines calling and providing direct connectivity to over 80 seaports worldwide.

Business Strategic Objectives

- Improving Port Services
- Improving Customer Satisfaction
- Sustaining Business Growth
- Improving Labour Productivity
- Enhancing Risk Management and Environmental Sustainability

Inland Container Depots

KPA owns and operates Inland Container Depots (ICDs) in Nairobi and Naivasha. The ICDs link the Port of Mombasa to the hinterland via SGR (Standard Gauge Railway). The Nairobi Depot has a capacity to handle 450,000 TEUs per year. In partnership with private sector and other stakeholders like Kenya Railways, the Authority has operationalized the Naivasha ICD for use by transit market as well as the customers near the rich Rift Valley agricultural hinterland.

A summary of SGR operations cycle

- KPA receives and discharges import containers from vessels at Mombasa port.
- KPA transfers containers or use port relief line to SGR loading zone at Port Reitz.
- Loading is done and Rail Operator marshals the train from Mombasa to Nairobi.
- Train takes 8- 10 hours to arrive at Nairobi ICD.
- Train is offloaded within 4 hours on arrival.
- Export and Empty containers are loaded at ICD and moved to Mombasa.
- Export (full or empty) containers are offloaded at Port and later loaded on vessels. Merchant haulage Empty containers are offloaded at Port Reitz Terminal and transferred to Empty Container Depots within Mombasa city.

Benefits of the Modern ICD Nairobi:

- Specialized customer care desk and call Centre to directly engage customers.
- Implementation of a 24/7 working schedule to enhance fluidity of ICD operations.
- Trained and dedicated workforce who provide efficient services.
- Location near Kenya's major industrial and commercial Centre.
- Security and safety of cargo both on rail and at the depot.
- All containers at the yard can be accessed through Terminal operation System, on real time basis.
- CCTV cameras, Intruder alarm system and automated gates for enhanced security and operational efficiency.
- Decongestion of the Port of Mombasa thus enhancing service efficiency.
- Reefer plugging points for handling reefer containers.
- Ability to handle heavy weight containers while adhering to gross weight regulations.
- Introduction of smart gates to quicken cargo off take from the depot.
- Dedication of one train daily to transport empty containers back to the port.
- Vicinity to Kenya's Industrial hub.
- Seamless connectivity with a modern rail infrastructure (the SGR).
- Port services are closer to our hinterland customers.
- A one-stop-shop for government and regulatory agencies.

Port of Lamu

The Authority is responsible for the development and operation of the Port of Lamu; the second commercial Port in the country and the anchor project of the Lamu Port South- Sudan Ethiopia transport corridor project.

The entire project entails the construction of 23 berths, with the first berth currently open for commercial business. The additional two berths that make up the first phase of the project will be ready for use by the end of 2021. With superior features of wide berths of 400 metres quay length and a deep channel, the port is expected to handle larger vessels with high volume cargo as well as support transshipment business from ports around the world.

Further, the port of Lamu opens up the country to a second transport corridor north of Kenya and will complement the Port of Mombasa. The first three berths will handle containerized, general and bulk cargo.



Kisumu Port

The rehabilitation of Kisumu Port entailed improvement of physical infrastructure of Kisumu Port including the link span, paving of yard, strengthening of the quay walls and dredging of the channel. The Port provides fast and cost-effective water transport to western region and EAC countries. The Port has improved the socio-economic status of the western region.



Shimoni Port

KPA plans to develop an industrial Fishing Port with a capacity of 50,000 Metric tonnes at Shimoni through a Public Private Partnership (PPP) arrangement. Phase 1 involves construction of jetty of 75 m by 30 m adjacent to existing jetty with associated facilities such as auction market, cold room and ice making machines. The project is expected to contribute to the development of the rural communities enhancing fishing and its associated industry within Kwale County.



MARKETING INITIATIVES

The Port of Mombasa plays a pivotal role in facilitating trade through cargo handling to serve eight countries including Uganda, Rwanda, Burundi, Democratic Republic of Congo (DRC), Northern Tanzania, South Sudan, Ethiopia and Somalia. The Authority therefore continues to develop initiatives aimed at bringing services closer to the customer.

Regional Liaison Offices

Kenya Ports Authority has put in place Marketing initiatives to increase its market share of the transit market. The Authority has established liaison offices in Kampala, Kigali and Bujumbura as part of its marketing strategy. This is aimed at bringing port services closer to customers.

All the liaison offices are connected to Mombasa on real time basis. There are also bank accounts in nominated banks where customers can pay port charges that get reflected in Mombasa electronically for immediate release of cargo.



EQUIPMENT MODERNIZATION

We remain committed to our equipment modernization and acquisition schedules to meet customer needs. Mombasa is now one of the best equipped Ports in the region

Currently the Port has the following equipment in use:

- 13 Ship to Shore Gantry cranes
- 58 Rubber Tyred and 8 Rail Mounted Gantries
- 10 Mobile Harbor Cranes
- 2 Portal Harbor Cranes
- 1 Terberg- Shunter (HPS09)
- 10 Rail Mounted Gantry
- 8 Mobile Cranes
- 18 Reach Stackers
- 127 Terminal Tractors
- 5 Berthing tugs
- 2 Yard Sweepers
- 125 Skeletal Trailers
- 4 Pilot Boats and 4 mooring boats
- 5 Fire Engines
- 5 Goose Neck
- 2 Shunters
- 17 Empty Container Handlers
- 14 Lorries/Minibus
- 1 Towing Truck
- 33 Saloon Vehicles
- 12 Yard Sweepers
- 2 Fuel Bowsers
- 5 Berthing tugs
- 1 Damper
- 1 Man lift
- 71 Pickups, Van & 4 Ambulances
- 4 Eco- Hoppers
- 24 Heavy Duty Folk lifts
- 19 Low Duty Folk lifts
- 15 High Bed Trailers
- 0 Low Bed Trailers

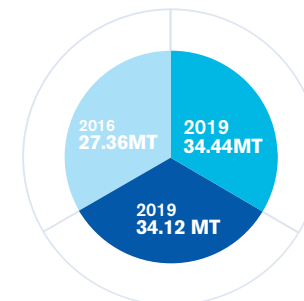
Floating Crafts in use:

- 5 Berthing Tugs
- 4 Pilot Boats
- 4 Mooring Boats
- 1 Police Boat
- 2 Speed Boats
- 1 Security Boat

Port Performance 2020

Over the last five years, the Port has steadily grown with a compound annual growth rate of 5.7 percent from 27.364 million tons in 2016 to 34.115 million tons in 2020. In the same period Container traffic and Transit traffic have realized a tremendous growth.

**2020
Decline of 0.9%**



Container Traffic



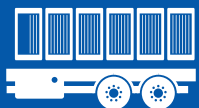
2020 overall decline of **4%**
2019 - 1.36MT
2020 - 1.42MT

Imports Traffic



2020 decline of **0.2%**
2019 - 601,522 TEUs
2020 - 600,029 TEUs

ICD Nairobi Traffic



2020 decline of **6.1%**
2019 - 418,830 TEUs
2020 - 393,152 TEUs

Naivasha ICD Traffic



May 2020 - December 2020
Handled 10,089 TEUs

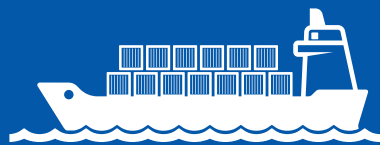
Transshipment Traffic



2020 overall decline of **16.9%**

2019 - 211,604 TEUs
2020 - 175,827 TEUs

Exports Traffic



2020 decline of **0.2%**
2019 - 601,522 TEUs
2020 - 600,029 TEUs

Kisumu Port Traffic



2020 increase of **61.6%**
2019 - 17,735 tons
2020 - 46,220 tons

Transit Traffic



2020 increase of **2.2%**

This was due to increase in handling cargo for South Sudan, Rwanda and DR Congo.

2019 - 9.95MT
2020 - 10.17MT



South Sudan

It's new key transit destination, that takes the second position of the total transit traffic.

2020 Increase of **37.2%**
2019 - 769,886T
2020 - 1,056,026T



Uganda

Dominated the transit market with 75.68% of the total transit traffic.

2020 decline of **5.3%**
2019 - 8.13MT
2020 - 7.70MT

Democratic Republic of Congo (DRC)



2020 Increase of **33.9%**
2019 - 546,954 tons
2020 - 732,108 tons

Tanzania



2020 decline of **0.8%**
2019 - 254,961 tons
2020 - 253,010 tons

Rwanda



2020 Increase of **84.5%**
2019 - 231,381 tons
2020 - 426,318 tons

Somalia



2020 Increase of **230.5%**
2019 - 374 tons
2020 - 1,236 tons

Burundi



2020 decline of **70.7%**
2019 - 2,475 tons
2020 - 725 tons

Ethiopia



2020 Increase of **463.7%**
2019 - 201 tons
2020 - 1,133 tons

Others



2020 decline of **80.5 %**
2019 - 8,365 tons
2020 - 1,632 tons

Ship Turnaround



2020 decline of **5.5%**
2019 - 3.5 days
2020 - 3.7 days

Ship Waiting time



2020 Improved by **15.7 %**
2019 - 1.15 days
2020 - 0.97 days



PORT INFRASTRUCTURAL DEVELOPMENTS AND CAPACITY EXPANSION

The Second Container Terminal

Construction of the second phase of the Second Container Terminal which consists of construction of Berth No. 22 (250 meters long and 15 meters deep) is currently underway. This will give the Port an additional annual capacity of 450,000 TEUs.

Phase III and the final phase of the project will entail construction of Berth No. 23 which will create an additional annual capacity of 500,000 TEUs.

In total the facility will sit on a 100-Ha reclaimed land with a capacity to handle 1.5 million TEUs annually. The modern terminal, will make Mombasa Port the largest Container Terminal in East and Central Africa.



Development of Crude Oil Handling Facility (re-location of KOT)

The modern and bigger oil terminal is currently under construction. The facility consisting of four Berths will be able to handle bigger vessels of up to 200,000 Deadweight Tonnes (DWT). It will also handle bigger tankers and serve LPG needs as well as improve on the capacity and efficiency of handling energy products.



Kipevu Road

The project entailed expansion of Kipevu Road from Gate 18 to Changamwe Roundabout into 6 lanes with provision for pedestrian walkways. The aim was to facilitate movement of trucks in and out of the Port and reduce delays. The expanded road has improved the speed of evacuation of cargo and reduced congestion at the gates while reducing turnaround times.



Berth 11-14 Strengthening and Deepening

The project involves strengthening and expansion of Berths 11-14. The proposed upgrade and rehabilitation works comprise the construction of multipurpose berths 11-14. It is intended to expand the terminal area by approximately 90m towards the sea to gain an additional area of 60,000m². The quay line will be straightened, and the water depth will be increased to 15 meters with a complete future terminal area: 200,000 m². Upon completion, the berths will provide a total quay length of 740 meters. The project is expected to provide additional

Cruise Terminal

KPA has refurbished and modernized shed 1 at berth No. 1 into a modern cruise terminal with amenities. The Port of Mombasa is situated in proximity to famous historical sites like the Fort Jesus, the Shimoni Caves, and Gede Ruins. Proximate national parks and game reserves, beautiful sandy beaches and hotels makes it ideal destination for cruise tourism. KPA has dedicated two berths for cruise vessels and is a member of the Cruise Indian Ocean Association made up of tourism boards and Port Authorities from Eastern and Southern Africa. These organizations strive to market the region as an attractive cruise destination with many exciting tourist attractions.

The goal of developing a dedicated cruise ship facility is to support the Government's efforts to revamp tourism by attracting more cruise ships and contribute to the development of cruise tourism in Kenya.



Construction of Dongo Kundu Berth I and a Free Port

The Ministry of Industry, Trade and Cooperatives completed a Master Plan for the SEZ and Free Port at Dongo Kundu, with the support from Japan International Cooperation Agency (JICA). JICA is also currently undertaking Feasibility study for Phase I development of the Dongo Kundu SEZ. Upon completion of the feasibility study, detail design and tendering will follow. The construction works for the first berth (DK1) will catalyze development of SEZ and facilitate industrialization and trade. It is expected to commence by 2021 and completed by 2023. There exist opportunities for investors to set up industries and manufacturing plants at the Dongo Kundu SEZ.

Dockyard Tug Jetty

KPA constructed a dockyard tug jetty which is a crucial facility for repair, servicing and fueling of marine crafts at the Port of Mombasa. This is an infrastructure that boosts maximum availability of marine crafts to a faster ship turn around time. The jetty is 50 meters long by 20.64 meters wide while its access trestle is 14.8 meters by 11.14 meters.



INFORMATION COMMUNICATIONS TECHNOLOGY

The objective of KPA ICT strategy is to enhance service delivery through supporting the Authority's business objectives, continued ICT improvements programs, optimization of emerging technological development relevant to seaports in line with the National ICT policy. The KPA elaborate ICT strategy aims at making the Port of Mombasa an E-Port. The Authority implemented the SAP for managerial functions and Kilindini Waterfront Terminal Operating System (KWATOS) for operational functions.

Upgrade of the SAP System

The Authority completed the technical and functional upgrade of the SAP System in March 2013. The functional upgrade streams that have been deployed in Phase 1 of the implementation include, New General Ledger, Financial Supply Chain Management (FSCM), Employee and Manager Self Service (ESS & MSS) and Supplier Relationship Management.

The Authority has automated all its cargo handling and billing service. Currently the Port uses the Kilindini Waterfront Terminal Operations System (KWATOS) a system from Korea (CATOS), in its cargo operations services and SAP (System Applications Product) for its internal managerial functions.



Supplier Relationship Management (SRM)

The FSCM solution has an online portal where customers can transact with KPA electronically. This accomplishment means that our customers can now request for service, receive invoices, make payments, lodge claims/disputes, and receive statements of accounts, all electronically and at their own convenience.



Corporate Social Investment (CSI)

KPA has a Corporate Social Investment Policy which is rooted in the organization's values, guided by international standards and best practices, and driven by its aspiration for excellence in the overall performance of the business.

Our purpose is to promote the organizational commitment to Corporate Social Investment to all stakeholders and our scope covers regions where KPA has presence including the transit markets with a greater focus on the Kenyan Coastal region.

Our areas of focus include: Health, Education, Environment and Safety, Water and Sanitation, Sports, Arts and Culture, Humanitarian Aid & Relief and Support of the National Cause.



CAPACITY BUILDING – HUMAN RESOURCE DEVELOPMENT

KPA has continued to train its human resource to improve on their skills and embrace best practices and complement physical capacity expansion and other infrastructural developments at the Port. KPA Management has adopted a performance-based management system which underscores customer focus and result oriented approach to meet customer needs. Kenya is white listed by the IMO, with Bandari College being charged with the responsibility of running the STCW courses. The College has carved a special niche as a Maritime Training Centre in East and Central Africa by offering training in the following disciplines:

- Port Operations Courses
- Marine Courses
- Management and Administration Courses
- Technical Courses



PORT HEALTH AND SAFETY PROGRAMS

Kenya Ports Authority is committed to protecting the health and safety of all port users in accordance to Safety and Health Act (OSHA), 2007 and other legal requirements. In order to achieve this goal, KPA has implemented the following programs:

Safe Work Person

- Health and safety training
- Induction, awareness and sensitization
- Health Surveillance
- Use of personal protective equipment and clothing

Workplace Occupational Health programs

- Periodic medical examinations
- Alcohol, drugs and substance abuse
- HIV/AIDS
- Administration of First Aid
- Peer education/ Occupational Stress Management

Safe Working Environment

- Risk assessment
- Workplace inspections and audits
- Equipment preventive and maintenance programs
- Traffic Management
- Maintenance of port infrastructure
- Fire safety Drills



MEMBERSHIP TO INTERNATIONAL ORGANIZATIONS

- KPA is a member of the International Maritime Organization which is a UN body governing the maritime sector in the world.
- International Association of Ports and Harbours (IAPH). The IAPH draws its membership from all ports in the world. They hold forums (World Ports Conference) once in every two years to share ideas and experiences and to evaluate the developing trends in the global maritime sector for preparedness. Pan African Ports Cooperation (PAPC) is an association that brings together all ports on African continent to discuss the maritime sector, share ideas, experiences in the sector.
- Port Management Association of Eastern and Southern Africa (PMAESA).
- Cruise Africa: brings ports and tourism sector along the Indian Ocean to market the region as one cruise destination.

PORT SECURITY

Ultra-modern security systems have been put in place ensuring that the Port of Mombasa is well secured both by sea and land.



International Ship and Port Facility Security (ISPS) Code Compliance

We have continued to expand and beef up our Integrated Security System to safeguard the Port from intrusion and raise security standards to international level, thus positioning the Port of Mombasa as one of the most secure maritime facilities in the Continent.

This is in line with ISPS code requirement. ISPS Code demands that all Port Authorities ensure that they have detailed security measures to secure their respective ports.





Facilitating dreams for centuries

In trade, everything changes but yet stays the same.

Because for centuries, trade has always been facilitated by strategic ports.

From years past, to our independence, the Port of Mombasa has been facilitating dreams, supporting entrepreneurship goals and trade for East and Central Africa.

Today Mombasa is rated amongst the top five ports in Africa, with a robust team, world class infrastructure and efficient transport networks right up to the hinterland.

So, you can be confident that as the region achieves even greater global economic significance, we will be there, moving, transshipping and facilitating trade, for the next 50 years and beyond.



Mombasa Port, circa 1898



Mombasa Port, circa 1922



Mombasa Port, circa 1960s





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