Kenya Marks Day of the Seafarer
## CONTENTS

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kenya Marks Day of the Seafarer</td>
<td>3</td>
</tr>
<tr>
<td>EU CRIMARIO trains agencies on maritime data processing</td>
<td>4</td>
</tr>
<tr>
<td>Frequently Asked Questions on Seafarers Employment and Welfare</td>
<td>5</td>
</tr>
<tr>
<td>All about Ships...: Unveiling the Mystery</td>
<td>7</td>
</tr>
<tr>
<td>Africa’s Continental Free Trade Agreement (CFTA): Prospects and Challenges</td>
<td>9</td>
</tr>
</tbody>
</table>

---

**Editorial Team**
Michelle Wanga-Editor  
Abygael Mwashighadi  
Victoria Tuva  
Margaret Zighe  
Martin Musau  
Lauretta Nafula  
Ellah Kiyangu  
Juma Ahmed  
Khalfan Baya  
Gilbert Kulali

**Contributors**
Victoria Tuva  
Nafula Wakoli  
Martin Musau  
Michelle Wanga

**Guest Contributors**
Abdul Haki Bashiru-Dine  
- Ghana Shippers Authority

**Contact us**
pr@kma.go.ke  
info@kma.go.ke  
Website: www.kma.go.ke

**Follow us on:**
kmakenya@kmakenya  
Kenya Maritime Authority

ISO 9001: 2015 CERTIFIED
Industry News

Kenya Marks Day of the Seafarer

By V. Tuva

The Kenya Maritime Authority (KMA) led Kenyans in celebrating the International Day of the Seafarer on June 25th, 2018 at the Mission to Seafarers in Mombasa. This year’s theme was “Seafarers Wellbeing” and was aimed at addressing seafarers’ welfare and mental health. The day was attended by over 400 guests from the Kenyan maritime industry constituting of seafarers, maritime students from the Technical University of Mombasa and the Bandari College as well as other stakeholders from the shipping industry. Also in attendance was Mrs. Nancy Karigithu, the Principal Secretary, State Department for Shipping and Maritime, in the Ministry of Transport, Infrastructure, Housing and Urban Development, Hon. Abdulswamad Shariff Nassir, the MP, Mvita Constituency, Mr. Seth Odongo the CEO, Devolution & Public Service, Mombasa County among other dignitaries.

Giving her key note address, Mrs. Karigithu, the Principal Secretary, State Department for Shipping and Maritime thanked seafarers for their priceless contribution to the world and assured them of the Ministry’s continued support.

Kenya continues to implement the Maritime Labour Convention (MLC) 2006 to ensure decent working conditions for seafarers onboard ship. This includes the amendments to the MLC 2006 in 2014 and 2016 which cover financial security for repatriation, ship owners’ liability, health and safety protection, accident prevention and Flag State responsibilities on issuance of maritime labor certificate, she said, “These amendments have been communicated to the relevant Ministries for domestication.”

“We have over 2000 registered seafarers in Kenya,” noted Daudi Hajj, the Seafarers Union of Kenya chairman, “we request KMA to help them re-validate their STCW certificates locally.”

Also addressing the gathering, Dr. Ben Ochieng from the Coast Hospice advised seafarers to avoid lifestyle diseases like cancer, diabetes and hypertension by adhering to proper nutrition, watching their physical, emotional and mental health. He urged them to avoid heavy drinking, smoking and stress which are some of the causes of these diseases.

In 2010, the International Maritime Organization (IMO) designated June 25th as the International Day of the Seafarer to recognize the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole. The day not only acknowledges the invaluable work of the seafarers, but also aims to bring global attention to the issues affecting their work and lives.

Mr. George Macgoye, KMA’s Ag. Dg speaks to stakeholders during the Day of the Seafarer 2018

Mrs. Nancy Karigithu, the Principal Secretary, State Department for Shipping and Maritime, Mr. George Macgoye, KMA’s Ag. Dg and Mr. Seth Odongo, the CEO, Devolution & Public Service, Mombasa County during the Day of the Seafarer 2018
The EU CRIMARIO (European Union -Critical Maritime Routes Indian Ocean) project held its third phase of training in Kenya on maritime data analysis for specialized staff of State and military agencies from 4th to 22nd June 2018 at the Sarova Whitesands Hotel in Mombasa. The training aimed at equipping learners with knowledge on maritime data visualization. It drew participation of officers from the main agencies involved in the surveillance of maritime domain from the Kenya Maritime Authority (KMA), the Kenya Navy, the Kenya Revenue Authority (KRA), Fisheries Services, the Ministry of Interior as well officers from Madagascar’s Regional Maritime Information Fusion Centre, Secretary of State at Sea and the Port Authority.

During the first week, participants learned how to design and conduct a training course. In the second and third weeks, the trainees learnt how to manage and query large databases and also applied their knowledge to spatial databases of maritime interest for identifying and visualizing any suspect behavior at sea.

“In the coming weeks, maritime cooperation will be enhanced by the launching of the IORIS platform dedicated to maritime information sharing and incident management at sea,” said Isabelle Vinson, a communication expert from EU CRIMARIO.

“The IORIS will be used first by the regional centres covering the Eastern and Southern Africa- Indian Ocean following decisions of the ministerial meeting held in Djibouti on May 15, 2016. National agencies will also benefit from the tool according to the regional access policy.” Ms. Vinson added.

According to EU CRIMARIO, the development of the blue economy requires the control of crimes and incidents at sea. As a response, the EU CRIMARIO project advocates regional cooperation and interagency coordination as well as aims to strengthen maritime safety and security in the wider Indian Ocean region by supporting coastal countries in enhancing Maritime Situational Awareness (MSA). In Kenya, the EU- CRIMARIO collaborates closely with the Kenya Maritime Authority (KMA), which is the national focal point of the project.
Continuous Discharge books (CDC)

1. What are the requirements for obtaining a CDC?

**Answer:**
- Copy of National Identity Card
- Passport size photographs taken on a white background
- Copy and Original valid Basic STCW Certificates
- In case the STCW certificate is not issued by the Kenyan Maritime Administration, then verification will be done with the issuing Authority before application is processed.

2. What about CDC replacement in case of loss or damage?

**Answer:**
- The original CDC (in case of damage)
- In case of loss (police abstract)
- Copy of the CDC to the last endorsement
- Copy of National Identity Card
- 2 passport size photographs on a white background
- Original and a copy of valid basic STCW certificates.

3. What is the cost of a new CDC, replacement of a CDC, lost CDC and renewal of CDC?

**Payment of wages**

1. Must a monthly payment of the wages be available to the seafarer?

**Answer:**
Yes, Seafarers shall be paid at interval of not greater than a month and given a monthly account of the payments due and the amounts paid, including wages, additional payments and the rate of exchange used where payment has been made in a currency or at a rate different from the one agreed to. It can be in electronic or hard copy.

2. What happens if I sign off without being paid?

**Answer:**
Report to The Seafarers Union of Kenya, local ITF agent or Kenya Maritime Authority (KMA) offices

Employment agreements

1. Must seafarers’ employment agreements be in English?

**Answer:**
No, Where the language of the seafarers’ employment agreement and any applicable collective bargaining agreement is not in English, then it follows that English translation of the same will be available (except for ships engaged only in domestic voyages):

2. What if I do not understand what my employment agreement says?

**Answer:**
You should be given the opportunity to seek advice from KMA office or any other person who can assist.

3. Must seafarers’ employment agreements be in paper format?

**Answer:**
No, they can be available electronically, but such electronic versions must have been signed by both parties and copies deposited with the Registrar of Seafarers in line with the requirement of the Merchant Shipping Act, Cap. 389
4. What should a seafarer do after receiving a new contract?

Answer:
The seafarer must have a chance of going through the employment contract, if you don’t understand seek advice about its terms before signing it. The seafarer can visit KMA for advice.

5. Must seafarers’ original employment agreements be available on board?

Answer:
a copy of seafarers’ employment agreement should be kept on board, signed by both parties.

6. Must the collective agreements be available on board?

Answer:
Only, if a collective agreement constitutes the seafarer’s employment agreement in part or full, the ship owner must ensure that either a standard copy of the collective agreement or an electronic version is available on board. It can be in the any other language, in such a case English translation should be available.

7. Must the collective agreement have been signed by the two parties?

Answer:
Yes.

8. Must collective agreements be in paper format?

Answer:
No, they can be available electronically.

9. What should be included in the content of the employment agreement?

Answer:
*the seafarer’s full name, date of birth or age, and birthplace; *the ship owner’s name and address; * the place where and date when the seafarers’ employment agreement is entered into; * the capacity in which the seafarer is to be employed; * the amount of the seafarer’s wages or, where applicable, the formula used for calculating them; * the amount of paid annual leave or, where applicable, the formula used for calculating it; * termination of the agreement and the conditions thereof, including: * if the agreement has been made for an indefinite period, the conditions entitling either party to terminate it, as well as the required notice period *if the agreement has been made for a definite period, the date fixed for its expiry; and * if the agreement has been made for a voyage, the port of destination and the time which has to expire after arrival before the seafarer should be discharged * the health and social security protection benefits to be provided to the seafarer by the ship owner.

10. We have seafarers who were employed before 20 August 2013. Must these seafarers have new employment agreements that meet the MLC requirements?

Answer:
Yes. Employment agreements are to be renewed at most after one year.

11. What will happen if a valid collective agreement has expired?

Answer:
Most collective agreements concluded with Seafarers Union stipulate that the collective agreement applies either beyond the agreed duration or until the collective agreement has been replaced by a new collective agreement. Should a collective agreement to which reference is made in a seafarer’s employment contract be terminated or cancelled during the service, the conditions and terms of the terminated collective agreement must automatically apply as individually agreed conditions and terms for the employment for the remainder of the service. This is automatic and as regards expressions – minor change of the contractual basis will not normally require a new employment contract.

For further enquiry please contact:
The Registrar of Seafarers
Kenya Maritime Authority
P.O. Box 95076-80104,
Mombasa, Kenya
Tel: +254 41 231 8398/9,
+254 724 319 344,
+254 733 221 322

Email: info@kma.go.ke
Website: www.kma.go.ke
"kmakenya@kmakenya"
"Kenya Maritime Authority"
Ro-Ro Ships/ Vehicle Carriers

Ro-Ro is a special type of vessel which is used for the transportation of automobile vehicles. Ro-Ro is short for “Roll-on Roll-off”, which is the description of how cargo is loaded and discharged from a Ro-Ro vessel. Also known as car carriers, these vessels have special inclines (ramps) constructed so as to make the loading and the unloading of vehicles and cargo easier and more convenient. The inclines of a Ro-ro vessel are connected to the entrance either in the front of the marine vessel or at the back of the vessel or at both. Vehicular traffic can thus pass through these doors without any complexity.

Alongside transporting vehicular traffic between riverside harbors, these vessels have also become increasingly helpful in transiting vehicles across ports spread across seas. The inside of a Ro-Ro vessel works like a parking house, with ramps connecting the decks. The cargo is rolled onboard to the appropriate deck, depending on the cargo’s weight, height and length, and safely secured with lashings to the vessel’s deck. The vessel decks have different strength and heights, enabling a Ro-Ro vessel to carry a mix of cargo; from cars, trucks, buses and construction and agricultural machinery to heavy mining equipment, generators and locomotives. The quality of the handling is unrivalled by any other vessel type.

With their strong body hull and dead weight ranging from 30,000 to 50,000 tonnes, the RoRos’ “High & Heavy” decks can withstand up to 10 tonnes of pressure per square meter. This means they are perfectly suited to carry heavy cargo. Three or four out of the eight decks are hoistable; they can be raised or lowered to optimize cargo fit and vessel utilization.
TYPES OF RO-ROs

1. **PCTC.**

Pure car truck carriers (PCTC) are types of Ro-Ro vessels with a capacity up to 8000 CEU (Car Equivalent Units), a ramp capacity of 320 tonnes and a deck height of up to 6.5 meters. Apart from the dedicated car decks on board to carry normal sized cars, there are also hoistable decks that can be adjusted to make space for larger cargo like trucks, buses, tractors and bulldozers among other heavy machinery.

2. **LCTC**

Large car truck carrier (LCTC) is a Ro-Ro vessel that is a large PCTC. These seafaring giants have a capacity up to 8,000 CEU (Car Equivalent Units), ramp capacity up to 320 tonnes and deck height up to 6.5 meters. The world’s first LCTC was Wallenius Wilhelmsen Logistics’ M/V Faust which was delivered in 2007.

3. **MARK V**

The Mark V Class features four Ro-Ro ships built for the Norwegian shipping company Wilhelmsen and its corporate associate Wallenius. Constructed by the Japanese marine engineering giant Mitsubishi, these are the biggest Ro-Ro vessels of their type presently in operation with a cargo capacity of almost 1, 40,000 cubic meters.

Each of the four vessels has been designed and built to provide viable cargo shipment along with ensuring the preservation of the marine ecology. Although the vessel is categorized as a Roll-on/Roll-off vessel (Ro Ro), its immensely huge proportions make the carrier ship completely dissimilar to its other existing maritime peers.
1.0 Introduction

Africa’s desire to develop and provide its citizens with better living conditions and dignity as a people was given a boost in March, 2018 in Kigali, Rwanda when the African Union (AU) agreed on a free trade framework aimed at promoting greater intra Africa trade and indeed Africa’s global trade; thereby bringing prosperity and significantly reducing poverty through a continental free trade pact dubbed ‘Africa Continental Free Trade Agreement’ (CFTA).

The African Continental Free Trade Area is the result of the African Continental Free Trade Agreement among all 55 members of the African Union. If ratified and implemented successfully, the agreement will result in the largest free-trade area in terms of participating countries since the formation of the World Trade Organization. African heads of state gathered in Kigali, Rwanda in March 2018 to sign the proposed agreement. Forty-four (44) of the 55 members of the African Union signed it on 21 March, 2018.

2.0 What is the Continental Free Trade Area (CFTA)?

CFTA is a continent-wide free-trade agreement brokered by the African Union (AU) and initially signed by 44 of its 55 member states. The agreement for a start requires members to remove tariffs from 90% of goods, allowing free access to commodities, goods, and services across the continent.

The United Nations Economic Commission for Africa (UNECA) estimates that the agreement’s implementation will boost intra-African trade by fifty two percent (52%) by 2022 as compared to the trade levels in 2010. The Agreement will come into force after ratification by 22 of the signatory states.

3.0 What are the Prospects or Benefits of the Continental Free Trade Area?

On coming into force, it will have the effect of bringing together 1.2 billion people with a combined gross domestic product (GDP) of more than $2 trillion. It is undeniable that the agreement provides a huge economic power that Africa can leverage on in trade partnership agreements with other continents and will ensure a single market for products and services across the continent.

The agreement commits countries to removing tariffs on 90 percent of goods, with 10 percent of “sensitive items” to be phased in later. It will also liberalize services as it aims to tackle so-called “non-tariff barriers” which hamper trade between African countries, such as long delays at the borders. Eventually, free movement of people and even a single currency could become part of the free trade area.
3.1 Why a single market for Africa?

By creating a single continental market for goods and services, the member states of the African Union hope to improve trade between African countries. According to the United Nations Conference on Trade and Development (UNCTAD) Review of Maritime Transport report, 2015, Intra-African trade is relatively limited; UNCTAD, the main UN body dealing with trade, said that it made up only 10.2 percent of the continent’s total trade in 2010.

David Luke, Coordinator of the African Trade Policy Centre at United Nations Economic Commission for Africa (UNECA), predicts that the free trade area will correct this ‘historical anomaly’ as he informs Al Jazeera that, “Colonialism created a situation where neighbours stopped trading with each other. The main trading route was between African countries and European countries and between African countries and the United States.”

“Removing barriers to trade is expected to not just grow trade within Africa”, Luke said, “but also grow the kind of trade this continent needs”.

According to a UNECA Report of 2016, it was observed that between 2010 and 2015, fuels represented more than half of Africa’s exports to non-African countries, while manufactured goods made up only eighteen percent (18%) of exports to the rest of the world.

3.2 Objectives of the CFTA

- The CFTA aims at creating a single continental market for goods and services, with free movement of business persons and investments, thus paving way for accelerating the establishment of the Continental Customs Union and the African Customs Union.

- It is also in place to help expand intra African trade through better harmonization and coordination of trade liberalization and facilitation regimes and instruments across Regional Economic Communities (RECs) and across Africa in general.

- CFTA is expected to resolve the challenges of multiple and overlapping memberships and expedite the regional and continental integration processes.

- To enhance competitiveness at the industry and enterprise level through exploiting opportunities for scale production, continental market access and better reallocation of resources.

- CFTA has an Action Plan on Boosting Intra-Africa Trade (BIAT) which identifies seven clusters: trade policy; trade facilitation; productive capacity; trade related infrastructure; trade finance; trade information; and factor market integration.

- The CFTA is also expected to enhance competitiveness at the industry and enterprise level through exploitation of opportunities for scale production, continental market access and better reallocation of resources.

- The establishment of the CFTA and the implementation of the Action Plan on BIAT provide a comprehensive framework to pursue a developmental regionalism strategy. The former is conceived as a time bound project, whereas BIAT is continuous with concrete targets to double intra-African trade flows from January 2012 to January 2022.
4.0 What are the challenges of CFTA?

4.1 Uneven distribution of Wealth

One of the low points of the Kigali AU Summit was the failure by Nigerian President Muhammadu Buhari to sign the Agreement at the signing ceremony. A statement said the decision was made to allow time for broader consultations. The Nigeria Labour Congress (NLC) had warned Buhari against signing the agreement, calling it a ‘renewed, extremely dangerous and radioactive neo-liberal policy initiative’. Nigeria’s sudden stalling points to the fact that not everybody is satisfied and confident that individual countries will be better off under the deal.

A research paper by UNCTAD concedes that elimination of all tariffs between African countries would take an annual $4.1bn out of the trading states’ coffers, but would create an overall annual welfare gain of $16.1bn in the long run. Thus, the uneven distribution of the benefits of the CFTA is real and would need a concerted effort by member states in overcoming.

4.2 Production Capacities of African Countries

The uneven nature of production capacities among African States pose a serious challenge to the successful implementation of the CFTA. This is a view shared by a number of experts in trade development.

Sylvester Bagooroo, a Programme Officer at Third World Network Africa, thinks the treaty focuses too much on cutting tariffs without sufficient consideration of the varying production capacities of African countries.

Africa’s most advanced countries are at an advantage with their more strongly developed manufacturing capabilities. This will allow them to sell their goods and services to the continent’s less developed countries which could undercut industrial development in such countries.

Bagooro further said that if you don’t build on productive capacities, when you liberalize, you are only going to be trading imported goods across Africa, and that will be a big blow to domestic manufacturing across the continent. He stressed the need to pay attention to the big economies against the small economies as well as pay attention to the dominant sectors against the weaker sectors.

4.3 Domestic Policies to Support CFTA

Domestic policies will be very crucial in the successful implementation of the CFTA. The Agreement must be reflected in national legislations and policy documents among State Parties. Eyerusalem Siba, a research fellow at the Brookings Institution’s Africa Growth Initiative, raised her concern about the domestic policies which need to be in place to assist workers and also businesses when competition increases.

Governments will need to develop a more skilled workforce adaptable to the demands of globalization and at the same time, create social policies for those who may lose jobs due to increased competition (Siba, 2016). She observes that competition tends to have a detrimental impact on wages in low-cost jobs. Countries therefore need to think of how they’re going to address that situation.

Countries which are already connected to the global economy may benefit from integration, while others have to wait for the benefits to trickle down (Siba, 2016). She concludes by stating that, it’s a good idea to integrate eventually, but poses a question on Africa’s readiness for it. Different experts have had varying views on this subject.

4.4 Ratification of CFTA Agreement by Member States

The text signed on March 21st contains the legal framework for the free trade area, which will then need to be ratified by the individual countries after complying with their respective domestic processes. This requires strong political commitment by Member States, given the local socio-political dynamics. A second phase of negotiations will be held later to cover investment, competition policy and intellectual property.

However, there are other details that still need to be ironed out. An example is the fact that countries will need to submit the products they consider “sensitive”, thus exempting them from the tariff cut for the time being. The African Union Commission will also need to establish a secretariat to preside over the agreement.

4.5 Existence of Bilateral Trade Agreements

The heterogeneous size of African economies, the existence of numerous bilateral trade agreements with the rest of the world, overlapping REC memberships, divergent levels of industrial development and varying degrees of openness also pose challenges to the CFTA.

5.0 Conclusion

One of the central goals of the Agreement is to boost African economies by harmonizing trade liberalization across sub regions and at the continental level. As a part of the CFTA, countries have committed to remove tariffs on 90 percent of goods. According to the UN Economic Commission on Africa, intra-African trade is likely to increase by 52.3 percent under the CFTA and will double upon further removal of non-tariff barriers.

By promoting intra-African trade, the CFTA will also foster a more competitive manufacturing sector and promote economic diversification. The removal of tariffs will create a continental market that allows companies to benefit from the economies of scale.

Countries, in turn are likely to be in a position to accelerate their industrial development. By 2030, Africa may emerge as a $2.5 trillion potential market for household consumption and $4.2 trillion for business-to-business consumption. African nations with large manufacturing bases, such as South Africa, Kenya and Egypt, are most likely to receive the most rapid benefits.
Ensuring Sustainable, safe, secure, clean and efficient water transport.