War on Substandard ships
Welcome to the 3rd issue of Kenya Maritime Authority's official Newsletter 'Nahodha'. Kenya Maritime Authority realizes that the maritime sector plays a vital role in the national, regional and global economy. One of the key activities that KMA has recently engaged in has been to fast track service delivery programs through the very first wave of Rapid Results Initiative (RRI) with the aim of strengthening relationships with stakeholders. The RRI process has enabled us to become more result-focused by helping to jump start major change efforts and enhance our implementation capacity as a regulator. We have realized the need to tackle large scale, medium and long term change efforts through a series of small scale, results producing and momentum-building initiatives.

The RRI has also in many ways created a context for learning and enhancing our implementation capacity by helping each one of us to work on sharply defined initiatives that ensure realization of the Authority's service delivery targets. It has strengthened our accountability and commitment for results while unleashing and enhancing our implementation capacity. The RRI helped all KMA teams and staff to set challenging yet achievable, measurable and visible goals, using existing resources and capacities.

KMA is aware of its stakeholders concerns and needs and thus we are more determined than ever to engage our stakeholders and deliver quality services that meet acceptable standards in the global maritime sector. We do not take for granted the partnerships we have built over time and which we will continue to maintain with our stakeholders who play a key role in the attainment of our objectives. We at KMA value your endless support and remain devoted to advancing the Kenyan maritime sector to greater levels.

Nancy W. Karigithu
Director General
Kenya Maritime Authority war on Substandard ships

Kenya will not allow sub-standard ships to sail its waters because of the numerous hazards they portend both to the environment and the economy at large.

The Kenya Maritime Authority is mandated to regulate the maritime industry and has for a long period launched a campaign to ensure that sub-standard vessels do not call at our ports and when they do, the deficiencies found are rectified before they ship departs.

Failure to institute such strict regimes could lead to unprecedented accidents which could destroy the country's beaches, marine flora and fauna, tourism as well as lead to negative publicity which could have a negative effect on the national image.

“This program has saved the lives of many seafarers who would have perished had KMA’s inspectors not detected some serious deficiencies in some vessels and ordered their rectification before departure,” says Mr. Wilfred Kagimbi, the KMA Head of Safety.

Such vessels according to Mr. Kagimbi who talked with Nahodha, not only expose crew to danger that could lead to loss of life, property and damage to the marine environment, but also exploit seafarers and subject them to inhuman working conditions.

Mr. Kagimbi who is also the Chairman of the Indian Ocean Memorandum of Understanding on Port State Control (IOMOU) whose Headquarters is in Goa, India, has called for cooperation between the regions' Port State Control Officers to eradicate substandard shipping within the wider West Indian Ocean region.

Kenya is among countries in the world determined to fight substandard shipping in order to reduce loss of life and property at sea. Kenya in the past has lost many lives both in the coastal and inland waters. The sinking of Mtongwe Ferry in 1994 with a loss of 253 people is still fresh in our memories.

In matters of pollution control, the scope of sanctions imposed by port state control regime may not be enough and a state may go beyond these sanctions by referring to what is prescribed in the United Nations Convention on the Law of the Sea (UNCLOS).

Many IMO Conventions have provided control provisions which form the basis for port state control regime.

IMO Assembly Resolution A.787(19) provided the first Port State Control (PSC) Procedures in 1995. The procedures were later amended by Assembly Resolution A.882(21). The following IMO Conventions have incorporated provisions for Port State Control:

- International Convention for the Safety of Life at Sea (SOLAS), 1974
- International Convention on Load Lines, 1966
- International Convention on Tonnage Measurement of Ships (Tonnage), 1969
- International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78)
- International Convention on Standards of Training, Certification and Watch keeping for Seafarers (STCW) 78, as amended.

Deficiencies under the International maritime Labour Conventions may also lead to detention of a ship (to be continued in the next issue).

Some of the deficiencies found in ships calling at the port of Mombasa

Smoke detector panel clearly indicating a fault that has been ignored and left unattended.
Some of the deficiencies found in ships (Continued)

A plastic hose being used to bypass a drain system that is blocked.

A rope being used to gag a self-closing cock of a fuel oil tank sounding pipe in the engine room. In the event of grounding the double bottom will be rendered useless and the engine room will become flooded.

A tattered copy of a fire control plan in one of the ships inspected (a fire control plan must be permanently stored in a weathertight enclosure for use by shore-side fire-fighting personnel in the event of a ship catching fire in port).

A watertight cover of an enclosed space with sheared and rusted bolts without nuts.

The Association of Women in the Maritime Sector in East and Southern Africa (WOMESA) is made up of members drawn from 11 countries within the East and Southern African region. These countries include Madagascar, Mauritius and Malawi (Governing Council Members), Mozambique, South Africa, Namibia, Seychelles, Uganda, Tanzania, Zimbabwe and Kenya who is currently the chair. The association was formed and officially launched on 5th December 2007 in Kenya under the auspices of the International Maritime Organization (IMO)-Integration of Women in the Maritime Sector (IWMS) programme that seeks to empower women in the maritime sector. This association exists with the mission of advocating gender equity, improving women’s access to maritime training and technology and promoting their advancement to key decision making levels in the maritime sector in East and Southern Africa.

The association’s guiding principles are integrity, commitment and diversity while its slogan “Think Maritime, Think Women” was embraced considering that the association was established in a male-dominated sector where the women's voice in the maritime sector is required.

Since inception the association has played a leading role in mentoring and encouraging more women and girls to take up careers in the maritime/shipping industry, thus ensuring the penetration of women in the sector. The Association has been active in advocating for the integration of maritime education into the education systems and ensuring that there exists sufficient provision for sea time and on-the-job training opportunities for female cadets who wish to excel in careers within the maritime sector so that women may acquire the appropriate level of practical experience required to enhance professional maritime skills. WOMESA has also played an impressive role in encouraging regional integration and trade facilitation in the region.
Making Lamu Port Work: KMA ready for the task

When completed, the new Lamu port will boast 32 berths at 18 metres of depth on the 1,000 acres set aside for its development.

I
t will not only link Southern Sudan and Ethiopia to the Indian Ocean but will also be the precursor to a transport corridor linking the region to the Atlantic Ocean through Central African Republic, Democratic Republic of Congo, Congo Brazzaville and Chad.

Its inception will see a flood of public and private operators and is expected to attain the position of the Hub of the western seaboard of the Indian Ocean.

To ensure the success of this flagship project for the Vision 2030, the Kenya Maritime Authority will provide an enabling regulatory regime which will ensure a safe and secure environment for the operators and efficient utilization of resources by all without endangering the fragile environment.

This is in line with the Authority’s mandate as set out by the Merchant Shipping Act 2009 and other binding international regulatory frameworks.

Other responsibilities will cover provision of oversight for port and ship security as well as ensuring that Kenyan seafarers are properly trained to work in international market.

KMA will also provide timely search and rescue services to ships, local fishing boats and commuter boats as well as other vessels calling at Lamu port through the Regional Maritime Rescue Coordination Centre (RMGCC).

These services also cover search and rescue regions of Tanzania, Seychelles and Somalia and respond to piracy alerts and requests for information or assistance from those in distress at sea at all times.

KMA will collaborate with partners such as Kenya Navy, maritime police, KPA, Kenya Air Force, Kenya Civil Aviation Authority and volunteers in effecting timely search and rescue operations within the region.

The Authority will ensure that the supply of maritime services in the new port are efficient by creating oversight structures and raising awareness to the stakeholders on these aspects of its mandate.

It will also monitor the performance and ensure compliance with service agreements to ease any bottlenecks.

KMA is working with other agencies to ensure that a pool of qualified human resource which will be used to run the 32 privately run terminals and other related port operations are also based in Lamu.

This is mainly through collaboration with training institutions (including Lamu Polytechnic) to commence maritime education and training in order to build capacity for service delivery to the port and related maritime activities in the area.

The new labour pool will be compliant with the requirements of the STCW 78 Convention, as amended, particularly, the 2010 Manila amendments. Entry of locals into the sector through provision of adequate training will be encouraged.

A comprehensive environmental protection plan will be prepared to address any challenges that could interfere with the fragile ecosystems and the negative impact on marine life such as sea turtle, fishing industry, world heritage sites, terrestrial flora and fauna species from oil and land source pollution.

**New Rules for Armed Vessel Guards**

**By Joyce Awino**

Ships carrying arms or armed guards will not be allowed into the Kenyan waters unless they provide documentation from the flag state allowing them to be armed.

In recent times, more and more ships are resorting to hiring Privately Contracted Armed Security Personnel (PCASP) in reaction to the recent heightening of hijacking of vessels in the region for piracy and ransom prior to the return to relative calm in Somalia.

In response to the steady rise of violent acts of piracy against ships off the coast of Somalia and in the Indian Ocean, several states among them Kenya, have started process of new legislations in line with the situations arising.

Among the new steps undertaken, is the acceptance of the fact that ships calling into the port are likely to have armed guard in their ships in order to protect themselves effectively against acts of piracy.

In this regard, the Government of Kenya has had to reconsider how to deal with the emerging phenomenon which calls for new regulations to deal with vessels carrying armed escorts while they are in Kenyan waters. Therefore Kenya has issued its own guidelines on carriage of arms and PCASP since currently there are no binding international rules that govern the use and selection of private armed security guards.

While Kenya does not encourage the use of such guards, where the flag state decides to use them, we expect the flag state concerned to regulate the selection and use of private armed security guards to ensure that the highest possible professional and ethical standards are followed and most importantly to comply with the Firearms Act.

It is important to note that the International Maritime Organization (IMO) has not changed its position much. It has maintained that: Seafarers should not be armed and it is up to the ship owners and flag states to decide what conditions will prevail when handling security in the High Risk Area. If the flag states elect to allow ships to carry Privately Contracted Armed Security Personnel (PCASP) they can only do so after conducting a thorough risk assessment.

On each voyage therefore, armed guards must carry documentary evidence of certification by the Flag State and evidence of relevant certification in basic safety as a seaman on each voyage. The certification is subject to flag State legislation and policies and is a matter for flag States to determine under which conditions this would be authorized, taking cognizance the possible escalation of violence that could arise as a result of the use of firearms and carriage of armed personnel on board ships.

The guidelines include notification to the relevant Authorities on firearms and ammunition, notification regarding other security related equipment and notification regarding PCASP.

The Government of Kenya retains the right to specify what will be required in terms of Flag State authorization, evidence of vetting or training, notification procedures for security incidents in territorial seas and circumstances during innocent passage with no disembarkation of embarkation.

Ships without such authorization may not be permitted to have arms or armed guards on board when calling at the Port of Mombasa.

Shipping is a global business whose operations are undertaken under prescriptive international laws to ensure safety and security of navigation, ships, crews and cargoes on board ships, and the prevention of marine pollution.

Kenya Maritime Authority hosted a full scale national oil spill response contingency plan exercise in Mombasa on 22nd to 24th May 2012. The exercise is part of a programme aimed at building national capacity in response to major oil spills on Kenyan waters.

The national oil spill contingency plan exercise is considered timely and the national oil spill contingency plan for the Port of Mombasa has paved way for larger vessels to dock at the Port, the proposed Lamu Port’s capability to accommodate post panama vessels and the ongoing oil and gas exploration on the nation’s offshore waters.

Kenya Maritime Authority, Mr. Peter Mbiriri, oil spill of disaster proportion would constitute 6000 tons of heavy fuel.

According to Mr. Mbiriri, national oil spill exercises for major oil spills, also known as Tier 3 oil spills, are usually conducted once every 2 years while exercises for medium oil spills, known as Tier 2 oil spills, are usually conducted annually.

The national oil spill contingency exercise is considered timely and significant preparation for Kenya’s oil spill response capacity taking into account that the dredging exercise at the Mombasa Port has paved way for Tier 3 oil spill incidences.

Oil spills are considered to have adverse effects on the marine environment of any nation and thus the necessity of programmes aimed at building capacity to respond to such incidences. One of KMA’s essential roles in protecting Kenya’s marine environment involves developing, coordinating and managing a national oil spill contingency plan for both coastal and inland waters.
African Shippers opt for Maritime Bank

CEO’s of leading Maritime Authorities in Africa are resolute in the need to establish a maritime bank that can finance the capital intensive sector.

In a list of resolutions presented during the just ended Heads of African Maritime Administrations and Ships registrars conference held in Mombasa, Kenya, the experts said that the time was ripe for Africa to play a bigger role in the global shipping industry.

The meeting was officially opened by Kenya’s Minister for Transport Mr. Amos Kimunya who pledged support to the resolutions arrived at during the conference as part of the governments commitment to the sector’s development.

The theme of the conference was “Africa in Preparation for a Maritime Strategic Take-Off.”

“I want to assure you that the Government of Kenya supports these initiatives and that it has embedded the goals of the Revised Charter into its own development Agenda which is enshrined in the Vision 2030 which seeks to ensure that Kenya achieves middle-income status by the date.” He said.

He reiterated the governments support for an initiative that aspired to imprint its presence on the international arena through the conscious exploitation of the continents endowments both human and natural to increase the flow of benefits to its own people.

According to the Director General of the Kenya Maritime Authority who was the host, the conference was mandated to draw a master plan to revive the Africa’s Maritime Agenda through the conscious exploitation of the continents endowments both human and natural to increase the flow of benefits to its own people.

To do this she noted that the continent needed to establish strategic and operational service clusters and invest in skills development.

The countries represented included South Africa, Nigeria, Ghana, Kenya, Tanzania, Cameroon, Cote d’Ivoire, Congo Brazzaville, Democratic Republic of Congo and Egypt.

Others were Ethiopia, Liberia, Madagascar, Malawi, Republic of Guinea, Sierra Leone, and Zimbabwe.

Mrs. Karigithu gave the example of Ethiopia which had earned over $40 million from shipping in the last fiscal year through the 9 vessels owned by the Ethiopia Shipping Line which would soon be expanded to a fleet of 18.

She also gave the example of the Seychelles Petroleum Company (SEYPEC) which has just acquired her 6th tanker at $16 million made from the annual profit from her 5 tankers.

“The fight for our share of jobs, wealth and opportunity in this global industry has to begin now in order to reverse poverty to prosperity, unemployment to decent jobs and inequality into abundant opportunities for development and self actualization of our people.” She said.

Col. Mamadou Mariko, the Technical Director of Maritime Organisation of Western and Central Africa (MOWCA) presented a paper on the justifications for the setting up of a Maritime Development Bank in the continent to provide technical assistance for the formulation, preparation, financing and execution of specific development projects.

The bank he noted would assist member States in the formulation, preparation, financing and execution of specific development projects.

He reiterated the government’s support for a fully fledged bank.

“Many graduates leave campus with the qualifications but are not sure where they can fit in. Such an event is an eye opener that every student ought not to miss,” she added.

The Kenya Maritime Authority was a key player at this year’s Kenyatta University (KU) Career Week which had a high turnout of students.

The exhibition which had a high turnout of students.

The exhibition was held at the university’s main campus in March.

Over 30 exhibitors participated in the annual event where the Kenya Maritime Authority stand attracted many curious students seeking to know about career opportunities within the maritime sector.

The maritime industry has for a long time been regarded as a male preserve and women currently form only a small percentage of the global workforce of mariners.

KMA has therefore intensified its focus on promoting recruitment among the youth, including the recruitment of female cadets in Kenya.

After a visit to the KMA stand, Judy Mbugua, a fourth year Economics student from Kenyatta University was certain that she understood the maritime industry better and would consider entering the maritime industry.

“The annual event was organized by KU Center for Career Development and Placement (CCDAP) Directorate.
Corporate Social Responsibility AT A GLANCE

KMA donates water during International Women’s Day Celebrations at Tumaua grounds.

Shelly Beach rescue team members receive life jackets from KMA.

The DO of Faza Island in Lamu addresses boat operators during the donation of solar navigation lights by KMA in Faza.

A nurse attends to a patient during a medical camp organized by KMA at Kampi Samaki - Baringo County.

KMA’s Head of Maritime Safety - Mr. Wilfred Kagimbi mentors students from Sheikh Khalifa Secondary School.

Shelly Beach rescue team members receive life jackets from KMA.

KMA donates water during International Women’s Day Celebrations at Tumaua grounds.

Kenya Navy Sea scouts receive a donation of rubber shoes to aid them during their sea training camps.

KMA donates a welding machine to students from the Marianist Vocational Training Centre.

A nurse attends to a patient during a medical camp organized by KMA at Kampi Samaki - Baringo County.
**KMA takes Trade Facilitation Workshops to Western Kenya**

By Joseph Kapeku

Kenya Maritime Authority (KMA) recently held a two-day trade facilitation workshop for its stakeholders in the western region of Kenya. The workshop was hosted in collaboration with the Inter-governmental Standing Committee on Shipping (ISCOS), Kenya National Chamber of Commerce and Industry (KNCCI), Export Promotion Council (EPC), Insurance Regulatory Authority (IRA), and Equity Bank at the Golf Hotel, Kakamega.

The workshop which was officially launched by the Provincial Commissioner-Western Province, Mr. Kilele S. Mngoda, EBS, attracted participation of about 160 participants engaged in import and export trade from the four counties of Bungoma, Kakamega, Vihiga and Busia in Western Kenya.

“KMA, ISCOS and other institutions have done a lot of work to facilitate the flow of trade in Kenya and the region as a whole.” The Provincial Commissioner-Western Province, said, “the savings which grow from these activities will directly benefit the business community in terms of stable ocean freight rates and other favourable terms of trade.”

The Provincial Commissioner, emphasized that a lot has to be done to enhance the international trade environment in Kenya due to existing challenges particularly along the transport logistics chain in Kenya such as the serious tariff and non-tariff barriers to trade.

The Kenya government recognizes the important role that trade plays in national development and has therefore assigned high priority in terms of export promotion, infrastructure development, education and capacity building for the individual traders.

The Provincial Commissioner urged the business community to take the workshop seriously and appealed to KMA and its partners to deliver more workshops of similar nature in Western Kenya.

Various topical issues aimed at enhancing trade facilitation were presented during the workshop including: service quality improvement and cost reduction measures in the maritime sector, export products & market diversification, International Commercial Terms (Incoterms), maritime investments, Marine Cargo Insurance in Kenya and the roles of Chamber of Commerce in trade facilitation and trade finance.

KMA has been hosting similar workshops countrywide in collaboration with ISCOS and other partners in the maritime sector to improve the knowledge of traders on matters of international trade facilitation. These awareness raising campaigns are also aimed at empowering international traders to influence the cost and quality of transportation while saving foreign exchange, promoting local insurance and supporting local maritime transportation.

“KMA, ISCOS and other institutions have done a lot of work to facilitate the flow of trade in Kenya and the region as a whole.”

By Joyce Awino

Senior members of the judiciary are undergoing specialized orientation to acquaint themselves with new maritime statutes so that they can adequately adjudicate disputes and prosecute offences in the sector.

Recently they attended a one week conference at the invitation of the Kenya Maritime Authority at a South Coast retreat where they were involved in discussions on how to enhance inter-agency cooperation to heighten understanding of the basic principles informing the new statutes which are contained in Merchant Shipping Act of 2009.

It was held in conjunction with the Judiciary Training Institute under the theme ‘Enhancing Maritime Law Jurisprudence in Kenya’.

Among the issues they addressed were basic concepts behind the enactments of such edicts like the Law of the Sea, Admiralty jurisdiction, piracy and port and ship security among others. Other areas included limitation of liability, oil pollution compensation, marine insurance and regulation of the maritime industry and many other areas.

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KMA, ISCOS and other institutions have done a lot of work to facilitate the flow of trade in Kenya and the region as a whole.

The relevant Government ministries were also tasked to review policies & regulations in order to facilitate trade and secure seamless flow of goods in the logistics chain, achieve internationally accepted best practices in trade, strengthen capacity of maritime & shipping organizations and other business communities to facilitate capacity building in their various areas of trade.

The determination of such disputes the noted was crucial in the performance of the industry which was swiftly changing in its global impact.

Speaking during the conference, The Director General of the Kenya Maritime Authority Mrs. Nancy Karigithu stressed the need for building of legal capacity in the industry to help in determining disputes arising with speed.

A First For Maritime Law

By Joyce Awino

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This event will be held annually because of the importance it pertains to the practitioners in the industry.
Sharing Information to Curb Piracy

Anti-Piracy experts in the Indian Ocean region recently held the first workshop on ways of sharing information about the menace between the different agencies in the region.

It was attended by among others the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) which has been extremely effective in the South East Asia region. Kenya Maritime Authority (KMA) was the host.

The workshop was held under the Djibouti Regional Training Centre (DRTC) for the Repression of Piracy in the West Indian Ocean and the Gulf of Aden.

The three day course was held at the Regional Maritime Rescue Coordination Centre (Mombasa RMRCC).

“The aim of the training is to enhance best practices for information analysis in Information Sharing Centres (ISCs) and provide an overview on the design and available tools for establishing a functional analysis within each region,” said Dr. Michele Stallone, ISC’s Component Manager, MARSIC region.

In her opening remarks KMA’s Director General, Mrs. Nancy Karigithu, noted that the training of personnel working in the ISC’s will enhance their management, technical and operational capabilities.

The participants who included managers and operators from the Piracy Information Centres of Sana’a-Yemen, Tanzania and Kenya were trained by experts from ReCAAP, the Czech Technical University in Prague, European Union MARSIC - Project and IMO’s Project Implementation Unit of the Djibouti Code of Conduct.

ReCAAP’s experience in information sharing and combating piracy in Malacca Straits offered diverse expertise in best management practice when sharing information and performing analysis.

The European Naval Force (EUNAVFOR) representatives also provided training on differences, roles and responsibilities when performing analysis.

KMA operates a 24 hour Piracy Information Sharing Centre at the RMRCC based at Mombasa Port.

The Mombasa RMRCC became the first of three Rescue Coordination Centers to be commissioned as a Piracy Information Sharing Centre by the then IMO Secretary General, Mr. Efthimios E. Mitropoulos on 31st March 2011.

The forum which was analyzing port performance, management and automation heard narratives detailing the success of the system where it had been implemented.

The AFWMF-MENA seminar was told that the system could give African and Arab countries an added advantage in trade logistics by transforming customs clearance and streamlining the process through transparent electronic transactions initiated by a single request from importers or exporters.

The system was also hyped as possessing the ability to enable traders to collect and process the necessary documents and authorizations prior to customs declaration in a reduced time period.

With its real-time data, it was observed that government agencies would be able to enhance their monitoring and control of transactions, resulting to more secure transactions and revenues for governments.

The forum was part of an ongoing project to enhance maritime security and thereby aid the consent of the annual Arab International Women’s Maritime Forum for Middle East and Northern Africa (AFWMF-MENA) held in Alexandria, Egypt.

“As a designated focal point and piracy information exchange centre, the Mombasa RMRCC, together with the Maritime Rescue Coordination Centres of Tanzania and Yemen facilitate practical measures for the suppression of piracy and armed robbery against ships by ensuring coordinated, timely and effective flow of information.”

Debate on the viability of the single window concept and its adoption dominated the proceedings of the annual Arab International Women’s Maritime Forum for Middle East and Northern Africa (AFWMF-MENA) held in Alexandria, Egypt.

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“The implementation of the single window system is an expensive project thus, requires the right political will and dedication from governments,” Mr. Julian Abril, an expert from the International Maritime Organization (IMO) - United Kingdom, said during the seminar.

Kenya Maritime Authority employees studying at the Arab Academy of Science, Technology and Maritime Transport (AAST) participated in the forum alongside other delegates drawn from various fields in the shipping and port authorities from the Arab World.

The association is among those that were developed globally in line with the IMO’s strategy for integrating women into the maritime sector in 1988.

The employment of a single window system is still seen as a vital aspect for facilitation of maritime trade logistics in African countries.

As Kenya works towards the achievement of vision 2030, the adoption of the single window system may just be one of the much needed tools to help the country move towards the achievement of these goals.

Even though this poses a great challenge to government sectors which are directly related to government services, the single window system should be seen as a fundamental tool in boosting the competitiveness of our ports and enabling them to compete with world class ports globally.
You need the “P”?

By Sheila Okwaro

Managers, employees, parents, musicians and many more business oriented people sing this song 365 and a quarter days, “get money, get success”. But is it true? Is success driven by money? I agree that money made it all happen but is it right to use that facet alone to illustrate the means of success?

Some people say that Bill Gates is the wealthiest man in the world and thus led to his exceptionality. According to critics, this is not true because Gates had a lot more going for him than just money. His success story was driven by the “P” for passion, which brings me to the point of emphasis.

In this day and age people seem to work to get money and not because they are passionate about what they are doing. Money seems to have overclouded their judgment that work seems like more of a penitentiary rather than a haven where you discover new things and try to make a difference, but most of all to bring fulfillment to yourself. “If passion drives you, let reason hold the reins”, as articulated by former US President, Benjamin Franklin.

Bill Gate’s passion for computing brought about the foundation of Microsoft accomplishments. The money was just one of the strings attached to his success but it was always all about the passion. As a result, the chairman and chief software architect took the software world to great heights. If it were not for his passion, Microsoft would not be the same. “Passionate people are always competitive, because they always strive to be the best they can”. Your target should not be getting those bucks and bills but getting that enthusiastic drive within yourself, which you will never get tired off.

Any person that wants to succeed must work passionately to eliminate that feeling that the world is turning inside out and causing you to get smoldered from the inner core’s extreme temperatures. That pot of gold at the end of the rainbow is not the money you have been craving for but the success waiting for you, if you choose to ride on that rainbow path that represents your passion. George Wilhelm Friedrich Hegel, a German Philosopher expressed that "Nothing great in the world has been accomplished without passion” Do not get me wrong, getting money is important too but look towards the long term goal and not what lies nearest to your eyes. What is capable of getting you to where you want to be for the rest of your life? Those who are retired and managed to get a lot of wealth are those who were engulfed by passion still have the desire to continue pursuing their work even without imbursement.

Passion overpowers “poor”. “Poor” means “purposely overlooking opportunities repeatedly”. When your mind is thinking about money, you tend to overlook opportunities that could evoke the passion for whatever that opportunity is. The more passionless you get, the more you become. With standing the harsh economic times of the world today really needs passion to evoke the passion for whatever that opportunity is. The more passionless you get, the more withstanding the harsh economic times of the world today really needs passion to evoke the passion for whatever that opportunity is. The more passionless you get, the more

Youth activities are focused on three project areas which are:

- Junior Stars Football Academy,
- Girl Power Mentorship Club,
- Green Stars Club

The initiative has once again proven that football is indeed a unifying factor even amidst crisis and a powerful change agent in society. The initiative has received a partnership from the Kenya Maritime Authority who have contributed to the empowering of the youth by providing mentoring on available career opportunities in the sector and education. “The mentoring also encourages the youths to guard against negative social problems like alcoholism , drug abuse and HIV AIDS Infections using soccer as a vehicle to realize the objectives,” Says Mariam Mpaata , the Director of the Initiative.

By Mariam Mpaata

(Director of the Junior Stars Youth Programme)

KIDS CORNER

Changing lives with soccer

Over 1500 youths have transformed their lives through an initiative that uses soccer as a vehicle for mentoring and providing leadership skills to groups that transcend gender and religious lines.

The Junior Stars Youth Development Programme was mooted shortly after the 2008 Post Election Violence in Kenya and has continued to provide bonding qualities that promote peace and coexistence to a diversified social segment.

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The initiative has received a partnership from the Kenya Maritime Authority who have contributed to the empowering of the youth by providing mentoring on available career opportunities in the sector and education.

"The mentoring also encourages the youths to guard against negative social problems like alcoholism , drug abuse and HIV AIDs Infections using soccer as a vehicle to realize the objectives,” Says Mariam Mpaata , the Director of the Initiative.

The youth activities are focused on three project areas which are:

- Junior Stars Football Academy,
- Girl Power Mentorship Club,
- Green Stars Club
- HIV/AIDS and Drugs Awareness Programme

The Junior Stars Soccer Academy in recognition of this support from the maritime Authority has set aside a tournament - KMA MINI WORLD CUP- to be held each year on the 10th of July in commemoration of the inaugural hosting of the World Cup in Africa.

This partnership is meant to engender interest in the youth to join the ranks of professional maritime practitioners.
The President of Kenya, H.E. Mwai Kibaki presents a trophy to KMA’s chairman, Col(rtd) Joseph Nguru during the Mombasa International Show 2012. KMA scooped the first position in two competitive categories.

KMA staff, Bakari, mentors Secondary School Students during the Annual Junior Achievers Job Shadow Programme. KMA participated in the mentorship programme in which various Secondary School Students from Sheikh Khalifa, the Aga Khan, High, Khamis High, St. Charles Lwanga and Kajembe High School, had a chance to learn about KMA and their future careers and interact with KMA’s officers.

KMA staff explain search and rescue operations to Kenya Navy cadets during their educational tour at the Regional Maritime Rescue coordination Centre.

Experts from the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), the Czech Technical University in Prague, European Union MARSIC-Project and IMO’s Project Implementation Unit of the Djibouti Code of Conduct pause for a photo with the Director General, KMA and participants of the maritime security training held at the RMRCC.

KMA staff celebrate their victory during the Mombasa International show. KMA scooped the first position in two competitive categories.

Students from the Starehe boys Centre share a photographic moment with the Director General-KMA, Mrs. Nancy Karigithu during an educational tour to KMA offices.

The Minister for Transport, Hon. Amos Kimunya, EGH, MP, receives an appreciation token from the Director General – KMA, Mrs. Nancy Karigithu during the Heads of African Maritime Administrations Conference in Mombasa.

The Director General - KMA, Mrs. Nancy Karigithu receives a gift from the Director General of the Korea Coast Guard, Mr. Kim Chung Kyu during a visit to KMA.

Students from the Starehe boys Centre share a photographic moment with the Director General-KMA, Mrs. Nancy Karigithu during an educational tour to KMA offices.

The Kenya Navy officers pause for a photograph with KMA’s Head of Maritime Safety, Mr. Wilfred Kagimbi during an educational tour to KMA.

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