

Promoting Sustainable Investment in the Logistics and Maritime Value Chains in the PMAESA Region

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PMAESA



PMAESA

Outline

- PMAESA – Intro
- The current picture of the sector in the region
- What are our aspirations or what we aim to achieve?
- PMAESA's work towards achieving the goals – country specific examples, workshops, events, etc.



About PMAESA

- Established in 1973 under the auspices of the United Nations Economic Commission for Africa (ECA),
- An inter-governmental organization made up of Port Operators, Government Line Ministries, Logistics and Maritime Service Providers and other port and shipping stakeholders from the Eastern, Western and Southern African and Western Indian Ocean regions,
- Has 25 countries under its jurisdiction, including Lesotho,
- Governed by the council and the board of directors



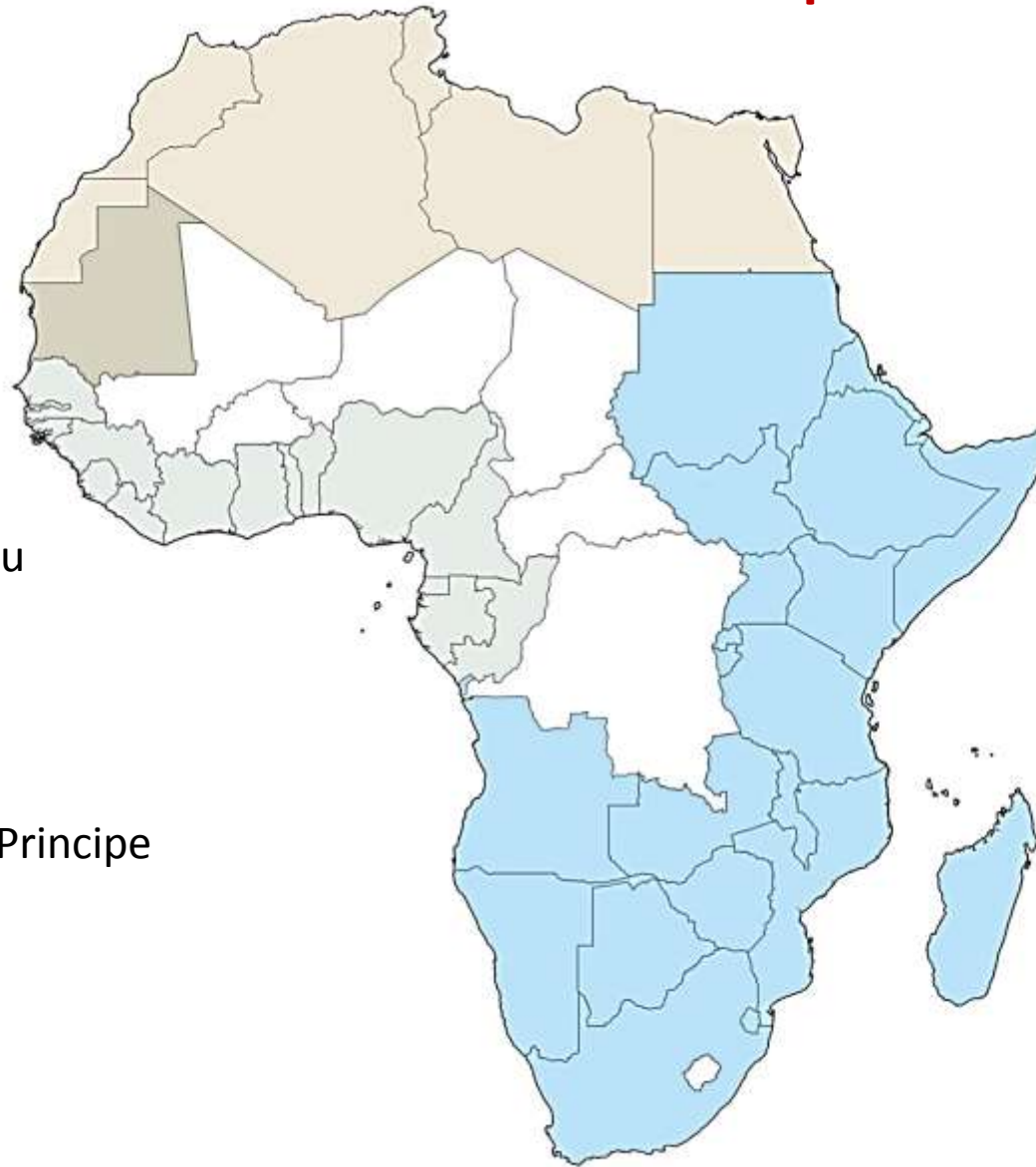
Pan-African Association for Port Cooperation (PAPC)

UAPNA Members = 8

Algeria	Morocco
Egypt	Sudan
Libya	Tunisia
Mauritania	Western Sahara

PMAWCA Members = 18

Angola	Guinea Bissau
Benin	Ivory Coast
Cameroon	Liberia
Cape Verde	Mauritania
Congo	Nigeria
Equatorial Guinea	Sao Tome & Principe
Gabon	Senegal
Gambia	Sierra Leone
Ghana	Togo
Guinea (Conakry)	



PMAESA Members = 25

Angola	Namibia
Botswana	Rwanda
Burundi	Seychelles
Djibouti	Somalia
Eritrea	South Africa
Ethiopia	South Sudan
Kenya	Sudan
Lesotho	Swaziland
Madagascar	Tanzania
Malawi	Uganda
Mauritius	Zambia
Mozambique	Zanzibar
	Zimbabwe

Legend:

- PMAESA Region
- PMAWCA Region
- UAPNA Region



Darkened shaded areas imply membership to 2 associations

Focus areas

- Standardisation, collation and harnessing of information
- Provide competence and expertise to members
- Collaborative relationships
- Maritime women development
- Influence policy framework
- Safety, security and protection of the marine environment
- Blue Economy
 - Promotion of cruise tourism
 - Promotion of the fishery industry
- Alignment of initiatives to drive the achievement of
 1. AIMS 2050
 2. SRCM business plan 2013-2017
 3. UN Almaty Programme of Action (Addressing special needs of landlocked developing countries)
 4. IMO Conventions



Growth in Population and Urbanization



Population in Africa expected to double by 2050

Area =	2015	2030	2050	2100	=%growth
World =	7.432	8.501	9.725	11.213	= 1.13%
Africa =	1.216	1.679	2.478	4.387	= 2.25%
Asia =	4.436	4.923	5.267	4.889	= 1%
Europe =	0.738	0.734	0.707	0.646	= 0.06%

Area	2015	2016
World	3.2	3.5
Developed Markets	2.2	2.0
Developing Countries	4.4	4.9
China	6.9	6.3, then 4.8 in 2020



Source: worldometers; 2016 and Goldman Sachs Investment Research, 2016

POPULATION IN EAST AND SOUTHERN AFRICA

ANGOLA	26,018,821	3.23
SOUTHERN AFRICA	63,396,501	1
EASTERN AFRICA	407,986,723	2.79



High level Snapshot of Global Economic Events 2009 – 2016



Financial crisis
(post 2008)



The end of the
commodity price
super-cycle
(affecting
oil, copper & iron
ore)



Slowdown of
the Chinese
economy



Tightening of
financial controls



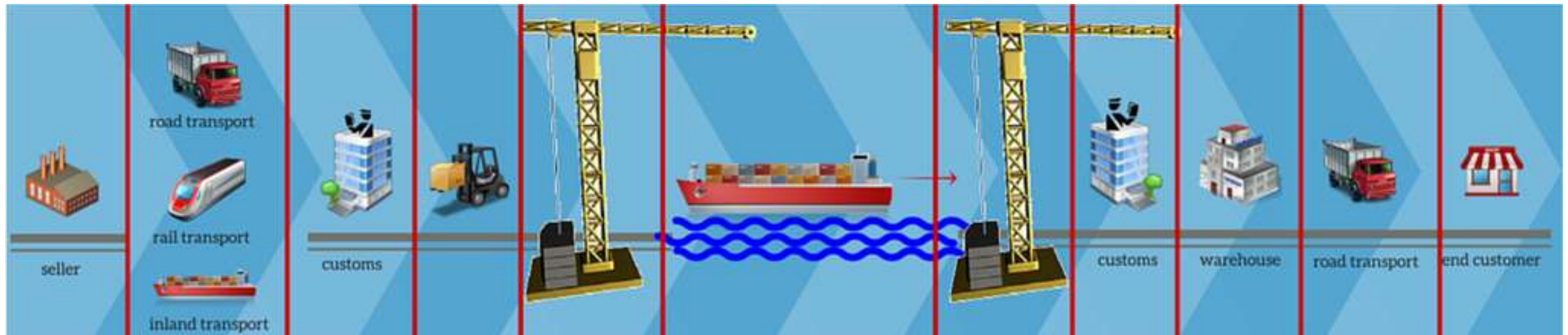
Value Chain Competition

- Demand for competitive service and prices (just in time)
 - Strong competition exists among global supply chains to attract customers
 - Transportation is increasingly important in buying decisions
 - How can value chains in this region improve their competitive edge to retain existing businesses and attract new business?
- Lack of coastal shipping services impacts on trade facilitation and more so on intra-African trade
- Need to grow export volume – industrial policies vs trade policies



The importance of value chain efficiency to enable effective logistics solutions

- Decisions and/or efficiencies of one actor of the chain impact all the others
- It is imperative to get rid of the silo mentality



Criteria for a Successful Value Chain

Port side:

- Infrastructure capabilities: draughts, quay lengths, turning basins (geographic characteristics)
- Type of port: Container Terminal (Dedicated STS cranes) or Multi-Purpose Port?

Corridor:

- Inland transport infrastructure: strategically placed location for transshipment of cargo (ability to trade with neighbouring countries)
- Modal split: efficient rail and road network available

Enabling factors:

- Political stability and security factors
- Skilled labour force
- Usage of ICT – one stop border posts, cargo tracking, single window systems
- Inter-agency cooperation

Important to strike the correct balance between investment in hard & soft infrastructure



Future growth & Emerging Short-term Opportunities - Transport & logistics context

- Ship Building & Repairs
- Passenger Cruise Liners facilities
- Vessel Bunkering
- Freight Exchange Stations
- Road & Rail infrastructure construction
- Dry/inland ports
- Embrace the “development corridor” concept
- Embrace the usage of ICT
 - Smart ports
 - Smart corridors
- Vessel registries
- One stop border posts



PMAESA Work

Benchmarking exercises

- Seychelles Ports Authority visit to Mombasa Port
- Harbour masters visit to Cape Town Container Terminal
- Swazirail visit to Durban
- Post implementation assessment of SOLAS VGM – 8 countries

Development of Policy Framework

- Container terminal concession guidelines – all member states
- Assessment of PPIs in 5 ports and usage of ICT to support thereof
- Promote sustainable usage of inland waterways
- Support to hinterland countries – Trade & Logistic W/shop & upcoming conference in Zambia
- Cruise Africa



Conclusion

Economic Beneficiation and diversification (development of Special Economic Zones from inland ports or terminals)

- Hinterland countries have an important role in the development of transport & logistics in the continent

Embrace the blue economy

- Integrating land and cruise tourism
- Establish coastal shipping lines under the right conditions

Greater collaboration within the supply chains

- Holistic development along the transport corridor from **pit** to **port**
- Striking the correct balance between hard & soft infrastructure



Thank you

