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KTA- COMPETE CAPACITY ENHANCING TO SUSTAINABILITY

2012 QUARTERLY TECHNICAL ACTIVITIES REPORT

(OCTOBER - DECEMBER 2012)

KTA – COMPETE GRANT – BASIC INFORMATION

Name of Organization:	Kenya Transporters Association Limited
Mailing Address:	P.O. Box 88502- 80100, Mombasa
Physical Location:	Sea View Plaza, Mama Ngina Drive, Mombasa
Phone:	254-041-2311958
Fax:	254-041-2312015
Email:	jane@kta.co.ke
Organization's Contact Person:	Jane Njeru
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1. OBJECTIVE

The core objective of this report is to highlight on the key activities undertaken and the extents to which targets set for the months of October, November, December 2012 have been met.

The analysis has been based on the three (3) pillars outlined in the KTA Strategic Plan namely;

- Advocacy.
- Institutional Development and Sustainability.
- Member Services.

NARRATIVE REPORTS

2 ADVOCACY

2.1 Joint Border Committee Meeting

On October 8-9 2012, KTA attended a meeting at the Whitesands hotel in Mombasa on institutionalization of the Joint Border Committees organized by the Ministry of Trade and facilitated by USAID-COMPETE. The objective of the meeting was to discuss modalities of mainstreaming the Joint Border Committees into the National Central Coordination Mechanism. The Joint Border Committees established with the key objective of facilitating trade by improving on clearance processes at various crossing border points, are to be integrated into the National Trade Facilitation - Central Coordination Mechanism (NTF-CCM).

Joint Border Committee is an institutional arrangement set up at the border to facilitate multi-sectoral collaboration between key government agencies and the private sector for the purpose of identifying critical operational challenges at the border and developing local solutions to overcome these challenges. At the meeting whose chief guest was the Minister for Trade, KTA was represented by the CEO and the Program Officer.



Participants at the meeting. Standing front row, Fifth from left is the KTA CEO, Mrs. Jane Njeru. On the far right is Programs Officer, Mr. Habil Kalasani



Minister of Trade, Hon. Moses Wetangula and the Chief of Party USAID-COMPETE, Mr. Steve Walls

2.2 Northern Corridor Road Survey

On October 17th - 23rd 2012, KTA participated in a road survey undertaking organized by the Northern Corridor Transit Transport Coordination Authority, NC-TTCA. The trip which began from the Inland Container depot in Kisumu examined structures at the Kisumu KPA/KR Pier, examined activities along the northern corridor route as detailed here below;

1. Update on KPA Mombasa and Kisumu Ports clearance processes
2. Update on customs clearance processes at the Mombasa Port and along the NC transit sections in Kenya
3. Use of Inco-terms and its benefits - Kenya Maritime Authority
4. The Electronic Single Window System and its benefits.
5. Role of the trader in facilitation of the clearance of goods by the clearing agents at Mombasa Port.

Stakeholders targeted for the plenary meetings were:

1. Customs Authorities
2. Road Authorities
3. Railway Authorities (RVR)
4. Immigration
5. Police
6. Standards Agencies (Quality, Veterinary, Drugs, Plants)
7. Customs Clearing Agencies
8. Freight Forwarders/Transporters
9. Cross Border Traders
10. Shippers Council

The program ended with a plenary at Gatuna border town in Rwanda on 22nd October 2012.



KTA program Officer (middle) with team members at the Mpondwe Congo-Uganda border

2.3 Port Meeting to Review KPA operations Targets

KTA attended the port meeting that was convened on 24th October, 2012 upon request by stakeholders to review KPA targets on vessel productivity currently given as 19 gross moves/hour and 21 net moves/hour, Road deliveries currently given as 5100 units per week and Rail deliveries currently given as 480 units per week.

2.4 KPA Safety Week

KTA participated in the KPA Safety Week organized between 22nd – 26th October, 2012. Among the activities undertaken during the event included inspection of operational areas, safety exhibitions by different departments of KPA and spot checks on transport vehicles.

On the final day of the event, KTA CEO addressed the participants on the role of KTA in enhancing safety in the port. The CEO outlined some of the measures put in place by KTA in this respect such as; Establishment of the Heavy Commercial Vehicles drivers training institute; Self regulation/ code of conduct; Defensive driving trainings as well as fleet safety and management training; Use of KTA publications to disseminate information of road safety thereby creating the much needed awareness.

Among the KTA members awarded in the various categories included; Shreeji Enterprises and Civicon Limited.



KTA CEO delivers a speech on the role of KTA in enhancing safety in the port



KTA CEO presents an award to Mr. Hari Soni of Shreeji Enterprises

2.5 Kenya Maritime Authority Workshops

Kenya Maritime Authority (KMA) convened a workshop on 31st October, 2012 to discuss a report of the Training Needs Assessment undertaken by the Kenya Institute of Education for KMA. The training needs analysis is meant to identify maritime training requirement instructive in developing a National Curriculum for the Land Based Maritime Transport Services Providers (LBMTSP).

The Kenya Maritime Authority has identified shortage of skilled manpower in among others seafaring, maritime finance, shipbroking, logistics and port terminals as a major setback in the growth of the maritime industry. The TNA therefore sought to;

1. Establish skills and competences for the Land Based Maritime Service Providers;
2. Establish knowledge necessary for the Land Based Maritime Service Providers;
3. Determine values and attitudes required by Land Based Maritime Service Providers;
4. Establish suitable assessment methods for the Land Based Maritime Service Providers' training;
5. Determine the appropriate certification for the Land Based Maritime Service Providers' training;
6. Determine the qualifications of the Land Based Maritime Service Providers trainers at craft and diploma levels;
7. Establish resources required for the Land Based Maritime Service Providers training.



Participants at the KMA workshop. Seated front row on the right is KTA CEO – Jane Njeru. A number of KTA members participated in the training needs survey.

KTA attended another stakeholders meeting/workshop organized by the Kenya Maritime Authority on 14th November, 2012 to validate and adopt Standards for Maritime Transport Services. The standards set out timelines for key cargo clearance activities as a basis for monitoring the overall efficiency of the port. They also outline the obligations of port operators.



Participants follow proceedings at the KMA workshop

2.6 Private Sector and Civil Society Actors Forum

The forum was convened by Trade Mark East Africa (TMEA) with the objective of enhancing stakeholders' dialogue on the political, economic and social issues hindering reforms at the Port of Mombasa. The forum took place at the Whitesands Hotel on the 6th November 2012 and brought together 12 representatives from the civil society and 8 drawn from the private sector.

The following issues emerged from the discussions at the Forum:

- Poor bureaucracy at the port
- No structured consultation with stakeholders in decision making - the stakeholders felt that they were neglected when decisions regarding them were made, for example, tariff changes.
- Non professionalism - Disinterested and reluctant staff members at the port are also a cause of major delays in service delivery.
- Poor governance, political interference- The government in its appointment has mainly been influenced by the prevailing politics; this has resulted in appointing people who may be unable to carry out their roles effectively as they act at the whim of their masters. The process of hiring top management is not competitive. Additionally it seems their focus and motivation is revenue collection and not trade facilitation.
- Corruption and vested interests - Despite several zero tolerance notices erected at the port, cases of bribing to get services are still common.
- The local community generally views the port as a Nairobi project, as they feel it has done nothing to improve their quality of life despite being a high revenue earner to the nation. This indirectly contributes to its poor performance.
- Lack of coordination – Key institutions involved in clearance of goods at the Port (KEBS,KEPHIS,KRA etc.) appear to lack clarity on procedures. The institutions appear not to be working 'in sync' or talking to each other. The ad hoc manner in which regulations are introduced and then shortly done away with is confusing to stakeholders and affects smooth operation.

Proposed solutions to the issues;

- A centralized body to improve coordination
- Privatization of the port services
- Limit KRA interference in port management
- Educate all stakeholders on the value of the port and its operations for improved compliance and appreciation of the Port
- Establishment of an independent complaints committee drawing in stakeholders

- Representation at the KPA Board should be clarified – preferred representation by association and not individuals
- Transparency and accountability in hiring of top management at the port

2.7 The National Road Safety Caravan

The National Road Safety Caravan took place between 15th – 20th November, 2012 courtesy of Total (K), the Safeway Right way group, Bamburi Cement and KTA. The Caravan was flagged off at the Bamburi Cement Plant in Mombasa on 15th November 2012. The Caravan made stop-overs at Voi, Mtito Andei, Mandiku, Emali, Athi River, Mai Mahiu, Mau Summit and Malaba.

The drive was intended to reinforce the existing national and regional road safety initiatives. During the launch of the event, KTAs CEO reiterated the Association’s commitment to safety outlining some of the efforts that have been made so far by KTA including;

- a) Launch of a self regulatory mechanism i.e. The KTA Code of Conduct which delves on health, safety, security and environmental benchmarks. For instance, the Code of Conduct sets out vetting requirements and welfare guidelines for drivers, encourages use of technology in fleet management and security, prohibits overloading, insists on proper maintenance fleet and strict adherence to speed limits among others.
- b) Defensive driver training programs, fleet safety and management programs as well as road safety awareness campaigns held in the past.
- c) Setting up a Heavy Commercial Vehicle drivers training institute.
- d) Dissemination of information through the KTA quarterly publication



KTA CEO addresses participants during the launch of the National Road Safety Caravan at Bamburi Cement Plant in Mombasa.

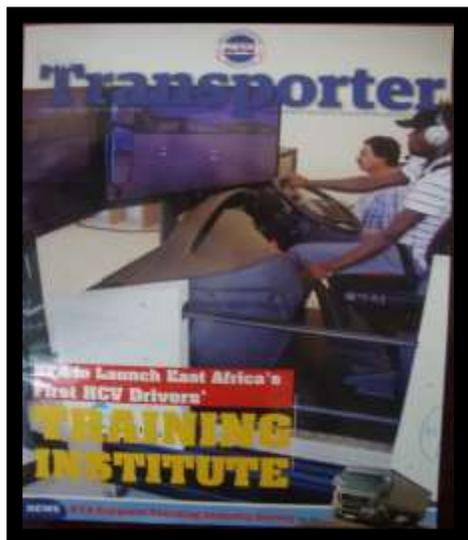


Participants follow proceeding at the launch.

3 INSTITUTIONAL DEVELOPMENT AND SUSTAINABILITY.

3.1 The Transporter

The KTA Secretariat received 1800 copies of the 17th edition of the transporter from the printer on 16th October, 2012. Subsequently, a total of 1650 copies were distributed to members and stakeholders between 18th – 26th October, 2012. The Transporter 18th Edition went to press on 28th December, 2012. We envisage its distribution within the second week of January, 2013.



3.2 KTA HCV Drivers Training Institute

KTA held a meeting with the consultant seconded by USAID COMPETE. This was a formal introduction of the interim start up management. At the meeting, the general framework to be adopted in operationalizing the Institute was discussed.

Workshop on the new traffic act

A week long workshop to sensitize drivers on the new Traffic Amendment bill (2012) was held at the institute from 17th – 21st December 2012. The workshop was organized in partnership with the Coast Traffic Department coordinated by the Coast Traffic commandant Mr. Joshua Omukata. The Traffic Department seconded 5 senior officers to assist in the training. The officers included

1. Chief Inspector Ceasar Mugo, Driving test unit
2. Deputy PTEO, Coast Region, Mr. Martin Kariuki
3. Sgt. Jackson Musera, Mariakani Base commander
4. Mr. Fredric Kubebeaa, Motor Vehicle Inspection unit
5. Inspector Shem Omollo, Nyali Base Commander

The training covered topics such as Road safety awareness specifically for Heavy commercial vehicles; Methods and measures employed to reduce risks; unethical behavior; importance of road safety; the various penalties that are attracted by breaking various laws.

A total of 115 participants went through the training.

Workstations, Partitioning and Grills installation

The furniture for the institute that includes reception chairs and table, reception desk, office furniture have already been delivered at the institute

The partitioning of the premises was completed on the 14th December 2012. Installation of grills was completed on 31st December 2012.



4 MEMBER SERVICES

4.1 Transit Observatory Project

On October 31st - November 1st 2012, KTA participated in a two (2) day workshop on the Transport Observatory Project at the Eden Resort Hotel in Mombasa.

The Transport Observatory Project is spearheaded by NC-TTCA and KTA and facilitated by TMEA. During this meeting, KTA was represented by the Program Officer and the IT Consultant.

The main objective of the meeting was to;

1. Get a status update of on various aspects the Transport Observatory Project.
2. Look at all data available and propose what to prioritize in the report for the official launch of the Transport Observatory Project on 6th December 2012.

3. Develop a work plan for the next steps before and after the official launch.

On 6th December, 2012 KTA participated in the official launch of the Transport Observatory Project held at Nyali International Beach Hotel in Mombasa. KTA was represented by the CEO, Mrs. Jane Njeru.

4.2 KPA Media Workshop

KTA attended a two day media workshop organized by Kenya Ports Authority in Mombasa on 20th-21st November, 2012. The workshop whose theme was **'Partnering with the media to promote understanding of Port dynamics and transport logistics along the Northern Corridor'** targeted business editors/reporters and industry stakeholders and set out to among other objectives;

- Enhance awareness and understanding of the port dynamics and maritime transport in the region;
- Educate the media on the shipping practice and principles of port operations to ensure informed reporting of port and shipping activities;
- Articulate the role of the media in trade facilitation along the Northern Corridor
- Enhance Port management understanding and appreciation of the role of media in promoting trade and regional economic development



KTA CEO and Programs Officer stand next to a Roll on ship during a visit to the Port. This was part of the KPA Media Workshop.

4.3 Members Meetings

KTA held a series of members meetings to chart a way forward on the current stalemate on weighing of trucks. The meetings held on 8th, 15th and 17th December 2012 followed a recent ruling by the High Court upholding application of the Axle weight rule. KTA had challenged this portion of the law in 2011 and had subsequently obtained a court injunction restraining Kenya National Highways Authority from weighing trucks on axle basis. After the first members meeting held on 8th December, 2012, KTA Directors met with the Right Honorable Prime Minister of the Republic of Kenya and other top level government officers from the Ministry of Roads to resolve the impasse. However, an agreement reached at this meeting giving a month long moratorium on implementation of the Axle weight rule to pave way for further negotiations has not been implemented to date.

KTA members participate in deliberations at a members meeting held on 8th December, 2012

