



ECA/RCID/70/97
December 1997

ECONOMIC COMMISSION FOR AFRICA

MISSION REPORT

STAFF MEMBER ON MISSION:

Paul A. Ware, EAO, RCID

PURPOSE OF MISSION:

To present to the 23rd Council Meeting of Port Management Association of Eastern and Southern Africa (PMAESA) a project proposal prepared for establishment of PMAESA data base at its headquarters in Mombasa, Kenya

VENUE OF MISSION:

Djibouti

MISSION DATES:

1 to 6 December, 1997

CITATION OR ACTIVITY:

International co-operation and collaboration with relevant intergovernmental organizations

MISSION REPORT

I. BACKGROUND

The Port Management Association of Eastern and Southern Africa (PMAESA) had requested ECA to prepare a project proposal for establishment of sub-regional ports data base covering the major ports in Eastern and Southern Africa. The proposal was prepared as requested and had earlier been reviewed by PMAESA's and approved by the Executive Committee of PMAESA which met in Mombasa, Kenya in 1997. After the approval by the Committee, the proposal had still to be presented also to PMAESA's full Council which is normally attended by representatives of all PMAESA member states and ports. Other issues which were to be addressed during the mission are as follows:

- (i) Also, as one of the former ECA-sponsored PMAESA had approached ECA to assist in the interview of candidates for the post of Secretary-General following the resignation of the former one in May, 1997. A number of candidates had applied for the post of Secretary-General and were supposed to be interviewed at the Djibouti Council Meeting. This particular function was assigned to Mr. M. Bongoy, Special Advisor to the ECA Executive Secretary who also attended the Djibouti meeting as Head of the ECA delegation.
- (ii) The Association will be hosting the first African Port Seminar organized jointly with the Port Management Association of Western and Central Africa in collaboration with the Tokyo-based International Association of Ports and Harbours (IAPH). The seminar was scheduled for 19 to 21 January, 1998 in Mombasa, Kenya. ECA was requested by PMAESA and IAPH to present a lead paper on the overall theme of the seminar titled "Challenges Facing African Ports in the Next Millennium". The content of the seminar was to be finalized at the Djibouti meeting so, participation of ECA in the discussions of seminar coverage was required since other organizations and ports participating in the Council Meeting would handle some aspects of the issues to be addresses by ECA. The main topics for the seminar were already agreed upon at the joint PMAESA/IAPH meeting which was hosted by IMO in June, 1997.

ECA's participation at the 23rd PMAESA Council Meeting was mainly associated with three issues as described above. The proposed agenda for the meeting is herewith attached as Annex I to this report.

II. OBJECTIVES OF THE MISSION

The mission's objectives were:

- (i) To present to the Council the terms of reference for the establishment of a sub-regional ports data base at PMAESA headquarters in Mombasa, Kenya and participate in discussions on modalities for its implementation (agenda item 4)
- (ii) To participate in discussions on harmonization of topics for presentation at the African Port Seminar.

III. ACTIVITIES UNDERTAKEN DURING THE MISSION

- (i) **Presentation of the term of reference for establishment of a PMAESA data bank (agenda item 4).**

Under the agenda item four on implementation of projects and activities for 1998, the ECA representative presented to the Council meeting, the content, scope and coverage of the ports data base terms of reference titled " Project Proposal for Establishment of Ports Data Base for Eastern and Southern Africa at the Headquarters of PMAESA". A copy of the proposal is Annex II to this report.

Since the PMAESA Executive Committee had given a go ahead for the project at the Mombasa meeting in June 1997, discussions at the Council meeting concentrated at length on modalities for implementation of the project. Although the PMAESA Executive Committee resolved that implementation of project should begin with two pilot ports namely: Kenya Ports Authority (KPA) and Tanzania Ports Authority (THA). The Djibouti Council meeting dropped out THA after a very careful analysis of the proposal because many Council Members proposed that ECA should spearhead the project by taking into consideration the

existence of national data banks in various PMAESA ports. In view of this ECA was given a go ahead but it was agreed that Djibouti port should replace the THA because the data configuration of THA and KPA are the same since the two were one-port organization till the collapse of East African Community in 1997. Implementation of the project by ECA will therefore begin with the ports of Djibouti and Mombasa and the data base design will be open for a gradual inclusion of the remaining PMAESA ports, depending on availability of PMAESA resources.

(ii) The African Port Seminar

Under this item the seminar content as agreed between PMAESA, IMO and IAPH was discussed. It was eventually agreed that the content remains as was agreed earlier. The ECA representative confirmed ECA participation in the seminar and presentation of a paper on the theme of the conference as was proposed at the PMAESA/IPHA/IMO meeting in London in June, 1997.

After discussions on the subject the ECA representative used the occasion to hold informal discussions with representatives of the ports in Tanzania, Seychelles, and South Africa, IMO and UNCTAD, who were earlier requested to submit inputs to ECA paper.

(iii) Participation in the Council's Maritime committee meeting

The ECA representative was requested by the Council to participate in the Maritime Committee meeting mainly because of the likelihood of collaboration between ECA and IMO in implementation of maritime activities in PMAESA sub-region. The Committee met and its report was submitted to the Council. The Committee's report is Annex III to this report.

The Council's Legal Committee also met and the ECA representative was consulted on deletion of the words "United Nations Economic Commission for Africa" from Article 10 (1) of the PMAESA's Constitution. These was mainly because South Africa and Namibia were not allowed to join PMAESA because they were not members of UNECA. Following their independence, these countries are now UNO members, therefore the restriction is now invalid. The same applies to a similar deletion in Article (2) of the Constitution. Retaining the wordings in the Constitution would have bared Reunion from joining PMAESA, therefore

**PROJECT PROPOSAL FOR ESTABLISHMENT OF PORTS DATA BASE
FOR EASTERN AND SOUTHERN AFRICA AT THE HEADQUARTERS OF
PORT MANAGEMENT ASSOCIATION OF EASTERN
AND SOUTHERN AFRICA (PMAESA)**

**PROJECT PROPOSAL FOR ESTABLISHMENT OF PORTS DATA BASE
FOR EASTERN AND SOUTHERN AFRICA AT THE HEADQUARTERS OF
PORT MANAGEMENT ASSOCIATION OF EASTERN AND SOUTHERN AFRICA
(PMAESA) IN MOMBASA, KENYA**

TITLE:	Proposal for establishment of PMAESA Ports Data base
DURATION:	20 months
PROJECT SITE:	PMAESA Headquarters, Mombasa,
IMPLEMENTATION AGENCY:	Port Management Association of Eastern and Southern Africa
ASSOCIATE AGENCY:	Selected Ports in Eastern and Southern Africa
ESTIMATED STARTING DATE:	To be determined
FINANCIAL INSTITUTION:	To be determined
ESTIMATED COST;	US\$54,120

Description: This project will develop policies and guidelines for the establishment of user-oriented, ports sub-sector information system in Eastern and Southern Africa. The preliminary phase will focus on determining the data and information needs of the sub-sector and the best ways to collect them. The project will also develop a computerized data base for port statistics at PMAESA.

The output will consist of a market analysis that clearly identifies the data needs of users (including policy analysts) in the ports sub-sector including performance/efficiency indicators; a review of existing sources of data and recommendation for the implementation of the database; a library of port statistics and reports at PMAESA; design for and means to establish a computerized database for the ports sub-sector; and the presentation of a Statistical Yearbook for Eastern and Southern African ports.

**DEVELOPMENT OF A PORT DATA BASE FOR
EASTERN AND SOUTHERN AFRICA
BE ESTABLISHED AT PMAESA SECRETARIAT**

PROJECT PROPOSAL

A. INTRODUCTION

Past experience has shown that unavailable, unreliable and/or outdated statistical data, as well as the lack of efficiency/performance indicators is one major obstacle to well targeted planning and policy-making in ports operations, and management. The sub-sector require accurate and timely information to maintain efficiency and increase the effectiveness of operations. Therefore, a key role for port developers in the coming decades is to improve their information systems.

As expected, the extent and quality of data collection and analysis vary greatly between ports. The majority of ports compile limited data and performance indicators for the purpose of port management control and planning. As a valuable by-product of many port projects, satisfactory information systems have been introduced in some cases. During the transport data market survey conducted by ECA in 1992 some commercial operators expressed an opinion, however, that speedier publication of port statistics with more detailed breakdowns would be useful for their own market analysis and planning. From the point of view of international comparability, serious problems exist related to the fact that port statistics are handled only at national levels. Therefore, the first step towards the establishment of a sub-regional ports data base has to be the collection of the existing raw data from national port authorities, and their centralization and transmission to all potential users. The second step will be the evaluation of the data collected and the definition of indicators suited to obtain the general view of the ports sub-sector in respect of:

- state of the development of the sub-sector
- the condition of the existing infrastructure
- capacity, deficiencies of port infrastructure
- programme, efficiency and importance of ports to the economy
- private and public involvement in port activities
- existing problem areas in the ports sub-sector and tentative measures for improvement

The joint ECA World Bank programme on the development of a regional transport data base has already carried out important preliminary work in port statistics which include: (i) the data collection methodology which is already designed and is under implementation in Maputo Port; (ii) the development of performance indicators for ports - is in progress; (iii) measures for data collection and dissemination have been defined; and (iv) port statistics terminologies have been harmonized.

The establishment of a sub-regional port data base which is being proposed by the Port Management Association of Eastern and Southern Africa is in line with the requirements for the development port statistics in Africa since sub-regional organizations have their own mandates and priorities in the field of transport statistics. PMAESA has close relations with all the ports in the sub-region; thus PMAESA's leadership in planning and improving national port statistical systems, as well as in the developing a port data base for Eastern and Southern Africa is important and should be supported.

B. CONTEXT

The availability of up-to-date and reliable port data is prerequisite for rational planning and decision-making at all levels of port administration and for sub-regional comparisons. The lack of comprehensive set of reliable port data is often considered to be one of the most crucial impediments to consistent and co-ordinated planning as well as to satisfactory performance of the sub-sector. For example, data deficiencies can cause major problems in port planning activities, such as:

- uncoordinated planning between the ports and other modes of transport as well as between ports in neighbouring countries;
- deficiencies in institutional performance;
- misdirection of investment funds;
- ill-defined port projects;
- inadequate port project evaluation procedures;
- inadequate port infrastructure maintenance; and
- poor performance within the sub-sector

The need for a comprehensive port statistics data base and the use of appropriate planning techniques and model are widely accepted by industrialised countries. In contrast to this the availability, port data in most African countries is still poor and is even deteriorating in countries where a satisfactory statistical infrastructure previously existed. This situation both indicates and causes the inadequate port planning and performance at national and sub-regional levels. Institutions are caught in a vicious circle: as long as the demand for a comprehensive and reliable port data base is low, attempts to set up such a data base will fail; and as long as the data base remains inadequate all activities relying on accurate port information will fail. Therefore, the increased port data availability can improve port performance and activities which rely on these data and vice versa.

The preliminary phase of the development of a sub-regional ports data base for Eastern and Southern Africa to be carried out jointly by PMAESA and selected ports will clearly identify the demand for such a service; determine who the primary users of port data are, and their needs at the national sub-regional and regional levels; review the quality and availability of port data at national levels and determine whether methodologies adopted by ports for data collection, processing and dissemination at national levels are adequate. Additional information would be needed to establish the demand for port data in other economic sectors. Figure I below shows who are likely to use port data and why.

Figure I: Port Data Users and Applications

	POLICY MAKING	PLANNING	MANAGEMENT	FINANCING	ANALYSI CONTROL
Government (Cabinet Level)	x	x		x	x
Ministry of Transport and Works	x	x	x	x	x
Public Enterprises		x	x	x	x
Private Enterprises		x			
Consultants		x			
Donor Agencies				x	x
Research and Training		x		x	
Banks		x		x	x

Subsequently, details of the system would be outlined, and policies and guidelines for the development of a user-oriented sub-regional ports data base would then be elaborated. Recommendations will be made for final system design, and organization, (taking into account the demand for and supply of data). As part of the preliminary phase, basic hardware and software for data processing will be selected. The commissioning of the basic hardware and software using data from selected ports will constitute the establishment of the sub-regional ports data base at PMAESA.

The development of the PMAESA data base will be closely linked with other on-going regional and sub-regional efforts i.e. ACIS and ASYCUNDA developed by UNCTAD, phase I of the ECA regional data base and the sub-regional transport data base for COMESA and the COMESA-SGD.

There will be a small steering committee chaired by PMAESA. The Committee will meet at the beginning of the project to provide guidance for the preliminary phase of the project and after compilation of the preliminary phase. It will meet for the third and last time after the project is commissioned and initial stage of commissioning tested. The committee may co-opt such other attendance as may be deemed necessary for the implementation of the project. i.e. other relevant UN Organizations and sub-regional institutions (like COMESA, SATCC etc.)

C. PROJECT JUSTIFICATION

Currently, ports data in the sub-region are collected unsystematically, filed in the different divisions of national port authorities and other institutions and used for different purposes. The PMAESA project is in conformity with Objective 5 of the Second United Nations Transport and Communication Decade in Africa (UNTACDA II) which calls for "Establishment of Information Systems on Transport and Communications as a basis for analysis and better management of investment."

The Twenty-second Council Meeting of the Port Management Association of Eastern and Southern Africa held in Khartoum, in December, 1996 endorsed the need for establishment of a sub-regional data base at PMAESA headquarters in Mombasa, Kenya covering all ports in Eastern and Southern Africa.

D. DEVELOPMENT OBJECTIVES

The primary development objective of the PMAESA data base is to improve the efficiency of the performance in the ports sub-sector by increasing the availability of ports data and performance indicators, thereby strengthening the respective national ports data bases, institutions and user groups.

E. IMMEDIATE OBJECTIVES, OUTPUTS AND IMPLEMENTATION ACTIVITIES

The main objectives of the Preliminary Phase of the PMAESA ports data base project are to:

- (a) Identify the ports data needs of the various categories of users through a market survey analysis;
- (b) Review the availability and quality of ports data in selected ports within the sub-region, including methodologies for their collection, analysis, processing and dissemination;
- (c) Review and improve data collection systems in selected ports and determine the extent to which they can benefit from the Maputo Port data base programme which is the pilot case for the ECA/World Bank ports component of the regional transport data base;

- (d) Develop a computerised data base for PMAESA ports with the aim of increasing planners and decision makers' access to data. This will require development of software, recommendations on and purchase of hardware, commissioning of the system, and training of PMAESA staff in system operations and maintenance
- (e) Establish national port statistics updating procedures in participating ports and train local staff to use and maintain their national data base systems;
- (f) Ensure port data availability for port projects in the sub-region.

Other specific objectives of the proposed PMAESA data base are:

- Improving the visibility of available information by providing users with a better understanding of the existing data, possibly through creation of relevant inventories;
- Improving access to existing data, by enhancing connectivity between ports data bases and between databases and data users;
- Effective meeting of new demands of data, in the light of changes in port data itself, by increasing the flexibility of management of database systems;
- Improving cooperation among the participating ports, sub-regional organizations and other related agencies, through sharing of data and by tackling more efficiently common problems and increasing the quantity and upgrading the quality of outputs;
- Provision of wider and easier access for the member States and Ports to the PMAESA data base, through creation of connectivity networks, user-orientation, user-friendliness, help screens etc. and fuller provision of normalized meta-information;
- Re-engineering of ports of data collection applications, to improve timeliness and efficiency;
- Developing standard dissemination tools: paper products, CD-ROM or Internet etc. and achieve wider, user-oriented and flexible outputs.

Outputs of the Preliminary Phase of the Project are:

- (a) A market survey analysis of ports data in selected PMAESA ports that clearly identifies users (demand) and sources (supply) of data, the most relevant port data and performance/efficiency indicators as well as an estimate of costs and benefits of comprehensive national port data, and a definition of possible impediments (objective (a))
- (b) A library of port statistics and other relevant reports, studies, etc. of PMAESA ports collected during the market analysis to serve as a basis for a (computerised) bibliographic database, thereby giving PMAESA the opportunity to serve as an "information broker" for port data users in Eastern and Southern Africa; identification of data gaps in general and within the selected countries (Objectives f, b, a).
- (c) Definition of a data base design (format and content) according to users' needs; elaborate guidelines and policies, as well as standards and definition for data collation at ports/national level; this review will determine whether follow-up activities should be geared towards developing comprehensive national port data systems. (Objectives d, e).
- (d) Establishment of computerized PMAESA data base and publication of Statistical Yearbook of Ports in Eastern and Southern Africa based on implementation of outputs (a) to (c) above. Dissemination of the Yearbook and evaluation of the results with respect to port data availability, deficiencies, comprehensiveness by port data and indicators (Objectives a, d, f) and training of staff.

F. IMPLEMENTATION ACTIVITIES

A work plan for implementation of activities is as ANNEX I to the project proposal. The main activities of the project are given below:

- (a) PMAESA and ECA will identify a ports data consultant for recruitment to carry out study implementation, set up a steering committee and provide overall supervision of project (outputs a, b, and c).
- (b) The Consultant is to collect as much information as possible on all available (published) port statistics and reports from all ports in Eastern and Southern Africa except those ports selected for a market survey --- and set up a library of port statistics; review the statistics available and identify existing gaps. (Outputs b, d).
- (c) PMAESA and the Consultant to identify other organizations that can supply data to the project, collect statistics from these organizations that can be used as examples for the port data base (format, content, performance indicators), define the criteria for the solution of candidate ports for the project; select about 4 to 5 ports willing to participate in the project and their focal points within each port; contact sub-regional organizations which

have developed port data bases to discuss data collection procedures, indicators, updating procedures, user groups data (Outputs a, b, c, d).

- (d) The Consultant is to propose a ports data policy for PMAESA based on the results of information collected from countries and international and sub-regional organizations, evaluate the current data and prepare a report on the market survey (Output c, b).
- (e) The consultant is to design the PMAESA data base (if possible in consultation with ECA, Maputo Port, SATCC and UNCTAD); specify the definitions for certain data sets and indicators and design handbook/guidelines which will be disseminated to all data collecting ports within the subregion (Output c, d).
- (f) He is to define the PMAESA computer requirements and arrange for the purchase/development of the software including the needed hardware; develop a data base and prepare a ports statistics yearbook. (See ANNEX II for recommended hardware and software).
- (g) Along with these activities, training will be provided by the Consultant to PMAESA staff on how to collect, process, evaluate, validate and maintain ports data (Output d).
- (h) First and Second Steering Committee Meetings: Discuss approach and results of the market analysis and the proposed PMAESA data policy (Output a, b).
- (i) Third Steering Committee Meeting: Discuss the yearbook (Format, content, data gaps etc.) propose further procedures and the institutionalization of updating and improvement procedures for the data base (Outputs d, c).

A workshop on "Port Data Statistics" for all ports in the subregion will be organized by PMAESA as part of the project to discuss the results of the project with potential users of Port Yearbook and data-supplying ports.

G. IMPLEMENTATION ACTIVITIES GUIDELINES

To successfully implement the PMAESA ports data base, the following guidelines should be observed:

- (a) The PMAESA port data base should be designed to accommodate the demand of port data potential users and the supply of data within national ports and the subregion. Manuals and training should be provided to potential port data users and operators, and institutions supplying or processing data. The initial results of data collection and calculation of performance/ efficiency indicators can be presented, discussed and explained to these parties.

The establishment of the PMAESA data base can then be designed as a continuous learning process for everyone involved.

- (b) The preparation of the ports database should take place at the national levels, i.e. studies will be elaborated for each respective country. However, coordination of data collection efforts is necessary to ensure congruity of data at the subregional (international) levels. The choice of participating ports in the project will be based on the ports activity in carrying out timely data collaboration and processing.
- (c) The responsibility for the collection and administration of port data within each country should be given to national focal points as these institutions are -- at least basically -- familiar with data collection and updating procedures and know the data sources. Furthermore, these institutions are (probably) equipped with basic hardware and software.
- (d) Based on the assumption that updating procedures cannot be implemented (at least in the long run) by mailing questionnaires, relevant sources within the respective ports should be motivated to deliver data regularly. It has to be emphasized that national data collection procedures cannot be initiated by PMAESA, but should be stimulated within each particular participating port.
- (e) Time series should be made available for all types of data, if possible, in order to identify trends and support transport demand forecasts. The preparation of time series will be restricted by the limited availability of respective data. Therefore, it has to be confined to the most important data and indicators and readily available data in participating ports.
- (f) Timeliness of data collection at national level and transmission of data to PMAESA by participating ports will be an important factor for the success and sustainability of the data base.

Readily available data are often highly aggregated, outdated, and/or unreliable. As a result, the focal point has to check the consistency of the data collected from different divisions by applying simple cross-check procedures.

In the first stages, the PMAESA database will rely on readily available data provided by countries and collected by focal points. As far as port database is concerned, the results would be published (as a Port Statistical Yearbook) to prove the feasibility of such a database and to initiate discussions.

By following these guidelines, the Project will stimulate communication between national ports subregional and regional institutions, and encourage data exchange. Continuous learning processes will be initiated for the collection and use of port data to ensure these efforts can be sustained.

H. INPUTS

PMAESA: Obtain available ports data and statistics, as well as facilities required by the Consultant. PMAESA will also provide office facilities for the Project including secretarial facilities.

National ports: Provide data required for the data base at PMAESA.

International Organizations: Provide port data and statistics, participate as members of Steering Committee.

I. RISKS

Risks to be addressed are largely associated with project implementation. The market analysis, collection of existing statistics and data, establishment of a computerized transport data bank, and publication of a Statistical Yearbook are technically feasible and there are many widely accepted and practised techniques that can be employed. Furthermore, there are many competent consultants (task managers, data experts, local consultants) in the relevant fields; one would be identified and recruited as soon as possible. Secondment of one port statistician from the sub-region to PMAESA would be the best approach.

The risk in conducting the market analysis relates to the willingness of key Port Authorities, as well as national and international organizations, to actively participate in the analysis. Their commitment is essential in order to acquire all relevant statistics and information needed and ensure the institutionalization of updating procedures in the future.

J. PRIOR OBLIGATIONS AND PREREQUISITES

Essential prerequisites for the Project will be the agreement of at least four countries to participate in the market survey. The Project Document should be submitted for funding only when this prerequisite has been fulfilled or is likely to be fulfilled.

K. PROJECT REVIEW, REPORTING, AND EVALUATION

The Project will be subject to a joint review by the Steering Committee. The first two meetings of the Steering Committee will be held before and after the market survey report has been completed for review to discuss the approach results, and further procedures.

A third will be held after the Statistical Yearbook has been finalized. This meeting will discuss the design and content of the database, procedures, and guidelines, as well as problems encountered.

WORK PROGRAMME

WORK PROGRAMME

PROPOSAL FOR HARDWARE AND SOFTWARE

**I. ONE GATEWAY 2000: G6-200 Family PC System
(Estimated Cost US\$5,250.-)**

This system includes:

- **Processor:** Intel 200MHz Pentium Pro processor
- **Memory:** 64MB EDO DRAM expandable to 128 MB
- **Cache:** Internal 256K L2 secondary write-back cache
- **Monitor:** Vivitron 100 color monitor (19.7" viewable area) added
- **Graphics Accelerator:** STB ViRGET[TM], 4MB, 3D 64-bit Graphics
- **Hard Drive:** 3.2 B EIDE hard drive
- **Floppy Drive:** 3.5" 1.44MB diskette drive
- **CD-ROM:** 12X min./16X max. CD-ROM drive
- **Multimedia Package:** Ensoniq wavetable sound card & Altec ACS-410 speakers
w/ACS-251 subwoofer
- **Fax/Modem:** TelePath 33.6 fax/modem for Windows w/speakerphone
- **Case:** New Look Mid Tower
- **Keyboard:** 104+Keyboard
- **Mouse:** MS IntelliPoint Mouse; Gateway mouse pad
- **Additional Software:** MS Money 97
- **Operating System:** Microsoft Windows 95
- **Application Software:** MS Office 97 Small Business Edition w/Encarta 97
- **Service Program:** Gateway Gold Service and Support
- **Printer:** Hewlett-Packard 6P printer added
- **Scanner:** Visioneer PaperPort Vx Scanner added
- **Tape Backup Unit:** TR4 SCSI TBU and tape (w/SCSI controller) added
- **Joystick:** Not Included
- **APC uninterrupted power supply:** APC UPS backup 650 added

II. ONE P5-120MH₂ PENTIUM PROCESSOR (Estimated Cost US\$3,000.-)

NOTE: Prices and specifications are subject to change without notice or obligation.
These prices do not include shipping or sales tax and customs duty charges

ANNEX III

PROPOSED BUDGET

<u>Budget Description</u>	<u>Cost</u> (US\$)
Administrative Support (18 w/m)	2,700.-
Consultancy (20 w/m)	20,000.-
Travel costs	8,000.-
Meetings	4,000.-
Reporting costs	2,500.-
Equipment (hardware and software)*	10,000.-
Sundries	<u>2,000.-</u>
Sub-total	49,200.-
10% Contingencies	4,920.-
GRAND TOTAL	54,120.-

- * Hardware and software costs include: (i) US\$5,254 for Gateway 2000 Model 66-200 Family PC; (ii) P5-120 MH2 Pentium Processor for US\$3,000.- and (iii) Installation expenses estimated to cost US\$1,746.-

- Provide the necessary training at PMAESA and selected ports, prepare documentations for Steering Committee meetings and organize subregional seminar on port statistics in consultation with ECA.
- Commission the installation and testing of the PMAESA data base and prepare organizational structure for its operations and management.

REPORT OF THE MARITIME COMMITTEE MEETING

The Maritime Committee is composed of the following Members:

- | | |
|-------------------------|-------------|
| - Mr. J. SHIUNDU | - IMO |
| - Mr. ALI MIRAH CHEHEM | - DJIBOUTI |
| - Mr. D-HAZAREESING | - MAURITIUS |
| - Mme JACQUELINE KAHOME | - KENYA |
| - Mr. PAUL WERE | - ECA |

RECOMMENDATIONS OF THE MARITIME COMMITTEE PMAESA COUNCIL 1-7 DECEMBER 1997

1. On identification of needs and priorities of PMAESA in relation to ITCP projects the committee having noted that workshop/seminar have been run in other subregions, recommends that:
 - a) PMAESA secretariat should as soon as applicable request for seminars/workshops for the subregion within the ITCP framework.
 - b) Request for assistance on Maritime Legislation and that further, PMAESA should act as catalyst for member countries by writing to IMO.
 - c) Request for assistance in establishment of National maritime Administrations in the member countries.
2. Noting that donor countries prefer funding requests through national governments and/or regional bodies, the committee recommends that PMAESA Secretariat should follow up the issue of funding of the adopted projects as per recommendations of 22nd Council.
3. On identification of donor/funding sources for projects within Eastern and Southern Africa region the committee established the following donor/funding sources; amongst others:

a) EU	f) ITF
b) ACP under Lome IV Convention	g) ILO
c) IMO's TC Fund	h) UNDP
d) SIDA	i) MULTILATERAL AND
e) NORAD	BILATERAL AGENCIES

With a view to the forgoing the committee requests the Secretary-General to keep in touch with the above organizations.

Concerning the role of the secretary general in relation to marketing project proposals and mobilisation of resources of project implementations, the Committee recommends that the secretary general should:

- a) - In liaison with member countries and executing agencies assist in resource mobilisation for implementation of council approved projects,
 - b) Ensure overall co-ordination and follow up in implementation of council approved projects within set targets.
5. To assist the Secretary General, the committee proposes the following strategy and action plan for implementation for projects during the period 1998-2000.

PROJECT N°	PROJECT TITLE	P E R I O D		
		1998	1999	2000
AFI/5/96	National Maritime Legislation Seminar / workshop	X		
AFI/7/96	Location of GMDSS in the Subregion	X		
AFI / 8 / 96	Development of National Regulation for fishing vessels	X	X	
AF / 9 / 96	Study on Establishment of reception facilities	X		
AF / 17 / 96	Handling of hazardous materials in ports	X		
AF / 3 / 96	Seminars on STCW 1995 Convention National Seminars or subregion	X		
AFI / 7 / 96	Regional adviser for the subregional to move from country to country.	X	X	X

Bearing in mind that IMO is to establish IMO presence in the Eastern and Southern Africa region, and to avoid possible duplication in the project n° AFI / 17/96 i.e regional adviser for the subregions, PMAESA should consider hosting IMO regional presence in its secretariat

PROJECT N°	PROJECT TITLE	P E R I O D		
		1998	1999	2000
	<u>ITCP PROJECTS</u>			
	- Regional workshop on Waste Management in Southern Africa	X		
	- Assistance for the establishment & upgrading of Maritime Administration	X	X	X
	- Regional Seminars/ workshop on implementation of ISM Code	X	X	X

LEGAL COMMITTEE

I On the first day of 23rd PMAESA council meeting ; amongst others, the legal committee was set-up. The committee comprised of the following members :

- | | |
|---------------------------|-------------------|
| 1. <i>Mr S.ANDRADE</i> | <i>SEYCHELLES</i> |
| 2. <i>Mr M.CLEM</i> | <i>DJIBOUTI</i> |
| 3. <i>Mr YEMANE.TEKLE</i> | <i>ERITREA</i> |
| 4. <i>Mr C.J NDALAMA</i> | <i>TANZANIA</i> |
| 5. <i>Mr AHMED YASSIN</i> | <i>ETHIOPIA</i> |

II The Committee's terms of assignment were as following :

- a) To examine the constitution and make any possible recommendations it deems necessary ;
- b) Inclusion of the functions of the Executive Committee in the constitution ;
- c) Admission to full membership of the association of more than one member from one country,
- d) Drafting of the resolutions of the 23rd PMAESA Council meeting.

III (a) The Committee examined the revised constitution and resolved to make the following recommendations :

- (i) Article 10 (1), the words « of the United Nations Economic Commission for Africa » appearing in that paragraph be deleted. It's the committee's feeling that reference to the governments in the Eastern and Southern sub-region is enough in itself. Consequently there no need to refer to UNECA , since of late, some members of the association are not members of the UNECA.
- (ii) Article 10 (2), under this paragraph the committee is of the view that, the words « or to the secretariat of the Economic Commission for Africa or to both » be deleted. Immediately after this paragraph the committee recommends and additional following sentence to read as follows : « The Secretary General of the Association shall subsequently deposit such accession with the Economic Commission for Africa ».
- (iii) Article X (3), the committee is of the view that the following words, « by the Secretary General of the Association » be inserted between the words « Africa and who ».

B)The committee examined the role of the executive committee as an important organ of the association. It voted that although this organ plays an important role in the running of the affairs of the Association, nothing has been specifically provided any where in the constitution to legitimise its existence.

The committee noted with appreciation the acting Secretary General's draft suggesting provisions for the executive committee in the constitution and resolved to recommend to council the following improvements as an entirely new Article in the constitution :-

ARTICLE IV

THE EXECUTIVE COMMITTEE

1 (a) The executive committee is the executive body of the Association and shall be endowed with a permanent status.

a) The chairman of the council of the Association shall, be the chairman of the executive committee.

2 Composition and Functions

a) The executive committee shall comprise of heads of delegations per member country of the Association or any such a member who shall so be appointed by the National Maritime Port Authority;

b) Supervise the work of the association

c) Review and recommend for approval by the council, the budget of the association, subscription rates of (regular and associate) members.

d) Examine and approve programmes and activities of the Association to council

e) Propose candidates for the post of Secretary General

Suspend the Secretary General from his duties, in accordance with the staff rules and regulations, if such a need arises;

g) Take, if necessary, between two council sessions, any measures vital to the smooth functioning of the Association and render an account of such measures to the members of the council.

h) Adopt at the end of each of its meetings a report that shall be circulated to all the members of the association, this being maintained as record of its deliberations.

I) Settle any dispute arising from the interpretation/application of the constitution

j) Perform any other duties as maybe delegated it by the council from time to time.

NOTE

The committee also recommends that this new inclusion to the constitution be refereed to as article IV . Therefore the current. Article IV be renumbered as Article V. All Articles which follow will be renumbered accordingly.

c) Admission to full membership of the Association of more than one member from one country.

Article II defines membership of the Association. Article II (1) (a) specially defines who qualifies as full member of the Association. The committee gave an in depth consideration to this matter and as stated above noted that the current constitution of the Association does not provide for variations of membership. In the course of its consideration the committee voted the following important factors which need to be carefully addressed.

d) If the Association is to admit more than one member from one country; there is one important question which is likely to arise, that is whether such members shall maintain voting rights or whether only one member per-country shall maintain such right.

If only one member were to maintain such right in a country with more one full member, then, consideration needs to be given as to who will be responsible for the designation of such a member, i.e. the Council of the Association or the state concerned. Whatever the case, such a designation needs to be based on certain criteria;

ii) The question of annual subscription also arises i.e., whether all full members from one country will each pay its own subscription as with the case of associate members or full members of one country will collectively pay only one subscription.

The committee, after consideration of the above commercialisation/privatisation exercise currently in progress in most member state and noting the fact that the privatisation exercise is still on going, resolved to recommend to Council as follows :

- i) That more than one full membership from one country be allowed/permitted.
- ii) That the current system be maintained whereby each country has one vote. Where a country has more than one member, then only one member be allowed to vote. Which such a member is to be appointed should be left to the country concerned, preferably to the National Maritime Ministry or authority concerned.
- iii) With regard to the payment of subscriptions, the committee recommends that each full member pays its individual subscription to membership.

In view of the above recommending the acceptance of more than one full member from one country, the committee recommends that Article II be so amended to accommodate the change. Therefore the committee proposes the following new sub-paragraph to be referred to as Article II (1) (a) (ii). The proposed Article II (1) (a) (ii) is to read as follows :
« Terminal operators, who conduct the business of port operations of any kind or that being under lease or in join venture with the national Port/Harbour authority or government administration responsible for shipping and maritime affairs».

Africa was advised to contact the resourceful person and if still available, the topic should be accommodated.

On the other hand, the programme could not be altered to include the topic on 'Issues facing the landlocked countries' as the meeting noted that adequate preparations were required.

It was therefore decided that the topic should only be mentioned at the forum. The meeting resolved that due to the importance of this issue, the Secretary should organise a separate forum to deal with the issue.

It was noted that during that seminar different transport corridors such as BCG, NCC, Djibouti, Ethiopia, TCC, etc should be invited to attend.

The meeting noted further there was a need to publicise the African Port Seminar and resolved that :

- i) The organising Sub-committee consisting of KPA and THA should visit the PMWACA Association and North Africa Port, Association to entice members to take part in the seminar. Participation of PMWACA members was highly emphasised.
- ii) Each member country should appoint an officer to market the seminar.
- iii) The African Port seminar organisers should guarantee simultaneous translation.

6.0 INTERVIEW FOR THE POST OF PMAESA SECRETARY GENERAL

After deliberating on this subject at length it was resolved that :

- i) Each country should nominate one competent and best candidate
- ii) The application deadline was extended to 31st December 1998
- iii) All nominated candidates will be interviewed by the interviewing panel consisting of :
 - a) The Chairman
 - b) 1st Vice Chairman
 - c) 2nd Vice Chairman
 - d) Senior ECA representative - ex-official
- iv) The interview will take place in Mombasa in January 1998. The exact date will be determined by the secretariat.
- v) The Association is looking for a candidate who has adequate managerial skills, port experience, good character and best academic qualifications.
- vi) A competent candidate with qualities mentioned under (v) who could speak fluent English and French will be given priority.
- vii) In the absence of such a person with qualities stated under (v) and (vi) above, the selected candidate should be trained to become bilingual.

- viii) Applications from member states should indicate fast contact addresses, fax, telephone, E-mail, etc.

7.0 SUBSCRIPTIONS IN ARREARS

The meeting resolved to write off all outstanding debts pertaining to Mozambique, Somalia, Madagascar, Comoros and Mauritius provided that from now onwards these member states should pay their subscription fees on time and participate effectively in PMAESA future activities. The Secretariat was directed to communicate the decision.

Membership of any member state which is dormant and do not honour its financial obligations shall be suspended immediately.

For 1998, the tariff structure in use i.e based on tonnage will continue to apply. The secretariat and the Treasurer were requested to devise a formula which should be used to fix the fees regardless of tonnages handled. Their proposal should be tabled in the next Exco meeting.

A proposal to increase the entrance fees and reduce the subscription fees for the associate members should also be reviewed by the Treasurer.

7.0 ANY OTHER BUSINESS

The sub-committee overseeing the African Port Seminar arrangements should keep the members informed. The committee consists of KPA and THA.

8.0 DATE AND VENUE OF THE 19TH EXCO MEETING

The date and venue will be fixed in January 1998 and the Secretariat will inform members.

9.0 CLOSING THE MEETING

The Chairman thanked all members for their patience and valuable contributions. The meeting was closed at 1830 hours.

**Office of the Secretary General
PMAESA
C/O DJIBOUTI PORT AUTHORITY
DJIBOUTI**

DATE : 3rd December, 1997

APPENDIX A

ATTENDANCE

1. S. M.E. LUHIGO	Chairman-Tanzania
2. V.M MUPAWOSE(Mrs)	Zimbabwe
3. S.W BIRD	South Africa
4. MARWAN.RASHID	Kenya
5. SALEH KAMRA	Djibouti
6. WORKU ESHETE	Ethiopia
7. RUGAIHURUZA.J	Tanzania
8. MED.A.OMER	Sudan
9. ADEN.A.DOUALE	Djibouti
10.ALEX KABUGA	Secretary General- Kenya
11.F.K MUINDI (Mrs)	Rapporteur- Tanzania
12.D. LENORMAND (Mrs)	Reunion
13.SAM ANDRADE	Seychelles
14.Carton F.BAMBO	Mozambique
15.D.HAZAREESING	Mauritius
16.ABDOUDKARIM M. OMAR	Djibouti

Plans to Set Up Data Base for Ports

By GEORGE SUNGUH

SHIPPING CORRESPONDENT

THE ECONOMIC Commission for Africa will soon establish a sub-Saharan data base at the Mombasa headquarters of the Port Management Association in Eastern and Southern Africa covering all ports in the region.

The programme, to cost about \$54,120, will create a uniform data collection method for all regional ports, develop common performance indicators and harmonise statistics terminology.

A meeting of the association held in Djibouti last week cited unreliable and outdated statistical data, as well as the lack of efficient performance indicators, as major obstacles to planning and policy-making in ports operations

and management.

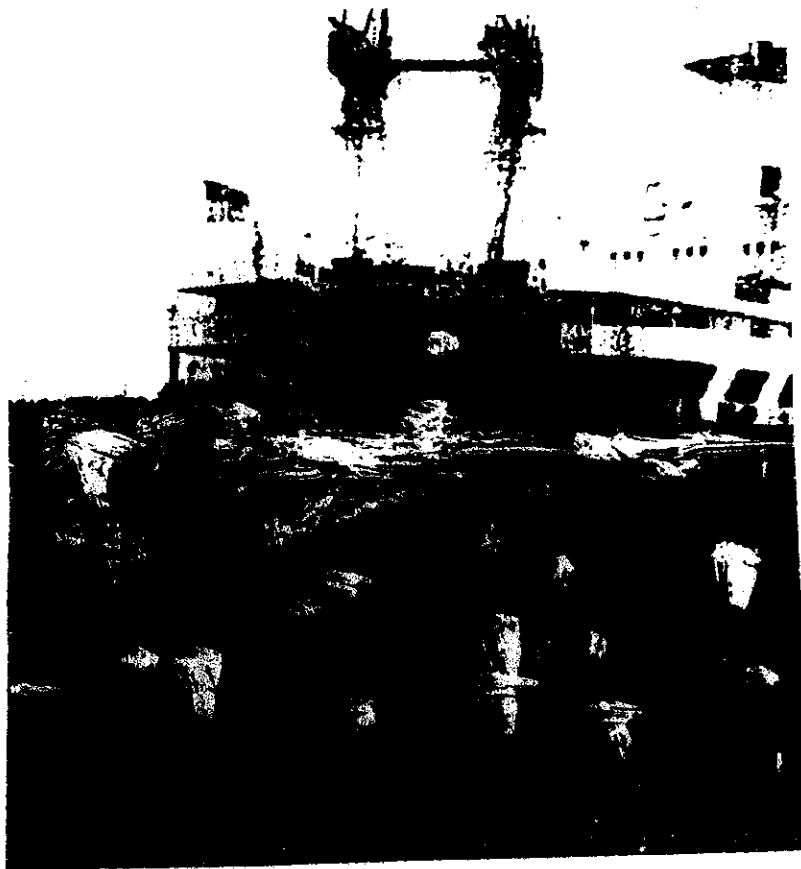
According to Mr Paul Were, a transport logistics expert with the ECA, the extent and quality of data collection and analysis vary greatly between ports. The majority of ports, he said, compiled limited data and performance indicators for the purpose of port management control and planning. The sub sector requires accurate and timely information to increase the efficiency and effectiveness of its operations.

Mr Were told delegates from the 12 PMAESA member states assembled in Djibouti that during a transport data market survey conducted by ECA in 1992, commercial operators said they wanted speedier publication of port statistics with more detailed breakdowns to make accurate market analysis and planning possible.

The PMAESA project will initially prepare data for the ports of Mombasa and Dar-es-Salaam and could eventually extend to the Mozambican port of Maputo, where a joint ECA and World Bank programme on the development of a regional transport data base has already done preliminary work.

The Djibouti meeting asked the ECA to first establish and evaluate the data collection methods already in use at the pilot ports and update them.

Regional port managers were shown a new Advanced Cargo Information System device known as the Port Tracker, developed by UNCTAD, which enables ports to rapidly improve their productivity, reduce idle time and cut down operational and administrative costs.



Ports require accurate and timely information to increase efficiency of their operations.