KENYA PORTS AUTHORITY MAGAZINE

BANDARI

July 2026

Port of Mombasa Pushes the Limits

as it Attracts More Global Business

KEBS ISO 9001:2015 Certified Org. No. 087

Table of Contents

Editors Note

Welcome to this edition of the Bandari newsletter July 2026. In this publication, we get a chance to pause, look back at how far we have come, and set our sights on where we are headed with renewed energy and purpose.

This edition comes at a pivotal moment as we continue to build real momentum across the Authority's facilities. Our operations are strengthening, our strategic goals are coming into sharper focus, and every department is playing its part. Within these pages, you will be informed about the progress, milestones and the ambition that drives us forward.

The numbers from 2025 tell a story of success. We saw notable cargo growth and improved productivity across our facilities. But the real honour does not belong to the statistics but rather to each of the men and women in our workforce. Every shift worked, every decision made, and every challenge overcome added up to the strong performance we now build upon. As we turn the page to a new financial year, we do so with confidence, knowing that our best work is still ahead of us.

This issue begins with what matters most: performance. On pages 6 to 14, we explore the projects and operations that shape our daily work, from the growing momentum in cruise tourism and upgrades to ferry services to developments in Kisumu, Usenge, and at Berth 19B. These are more than infrastructure stories; they are clear signs of an Authority that is growing and adapting to meet the needs of a changing region.

From there, we take a closer look at how we have performed, not only in terms of tonnage and throughput, but in the lasting impact we create. The performance story on pages 16 and beyond sets the tone for the entire edition, showing the resilience and operational focus that keep our facilities the gateway of choice for East Africa.

Bandari is far from being just about machinery, cargo, and strategy, but also about the people who make these possible. In "Faces Behind the Voices" on page 32, we spotlight the telephone exchange team, the unseen hands that keep us connected and running smoothly. For a lighter moment, our Take 10 feature with Captain Suleiman on page 30 offers a quick-fire Q&A that reveals the person behind the title.

We close with a look at the sports activities that bring us together outside the workplace on page 39, because a strong Authority is built not only on performance, but on the spirit and camaraderie of its people.

As always, Bandari reflects who we are: a Ports Authority in motion, driven by measurable results, powered by the dedication of our staff, and focused firmly on the future. It is a record of our shared journey and a testament to what we can achieve when we pull in the same direction.

Enjoy the read.

Dave Jones Buchere, MPRSK

Editorial Chairman

Editorial Team

Chairman - Dave Jones Buchere
Editors - Emily Mutali, Annastacia Mwakio, Mohammed Abdulrahman, Aaron Mutiso
Contributors - Iris Nyawanda, Calvin Onsarigo, Milton Mwaivu, John Ngengi.

PORT OF MOMBASA
2-18
451
ZPMC
msc
CAI
MAERSK

Capt. William K. Ruto AFNI, MBS

Chief Executive Officer

Message from the Chief Executive Officer

Welcome to this edition of the Bandari Magazine. This publication has matured into a vital platform for sharing the insights, achievements, and developments that define our journey. As a biannual publication, Bandari does more than document our progress; it reaffirms our commitment to our staff and stakeholders by presenting a clear account of the milestones shaping the Port of Mombasa and our other facilities. It underscores our essential role in facilitating trade across the region and the globe.

In recent years, our facilities in Mombasa, Lamu and Kisumu have yielded rewarding outcomes from targeted infrastructural investments. We have improved operational efficiency, expanded modern terminals, upgraded aging equipment, and enhanced intermodal transport connectivity. These actions are not isolated initiatives but together, form a deliberate strategy to position Kenya competitively within an increasingly interconnected maritime and logistics landscape.

The Port of Mombasa remains at the centre of this effort, playing its critical role with distinction. This is clearly reflected in the consistently positive performance we have recorded. Building on last year's remarkable results, we remain hopeful of an even better performance as the period January - May records a total cargo throughput of 18.58 million tons, an increase of 4.1 percent.

While we are currently operating near capacity, this situation is both a mark of success and a call to action. Our vision now is to transition from a cargo throughput-driven port into a fully integrated regional logistics hub, one that prioritises efficiency and value, ensuring that cargo moves faster, more predictably, and at a lower cost.

> *Our vision now is to transition from a cargo throughput-driven port into a fully integrated regional logistics hub, one that prioritises efficiency and value, ensuring that cargo moves faster, more predictably, and at a lower cost.*
>
> \>>>

Even as we progress, one truth remains unchanged: our staff is the heart of every success achieved. From the marine team working on tight schedules to the operations teams managing ship-to-shore logistics, engineers protecting our facilities and the administration staff supporting daily operations, each of you contributes to the reliability and reputation of the Authority. We celebrate the commitment that honours the professionalism driving our performance and defining our workforce.

While teamwork has been the cornerstone of our success, more is expected of us. As you are aware, the organisation is transitioning to a new governance model under the Government-Owned Enterprise framework. This framework aims to maximise the productivity and efficiency of our port facilities, bringing governance and management changes. This calls for greater diligence on our part, ensuring that we play our rightful roles in elevating the Authority and its facilities.

I also wish to extend hearty congratulations to our newly recruited staff. You have joined one of the most strategic institutions in this country and the region. The Port industry is not an ordinary industry. It is a dynamic, demanding, and globally interconnected sector that supports trade, drives economies, creates jobs, and sustains livelihoods across East and Central Africa. What we do at our ports affects not only Kenya but also the neighbouring countries that depend on us for reliable logistics and maritime services. Great institutions are built by disciplined people who are committed to hard work, professionalism, integrity, and teamwork.

As you serve, remember that ships, cargo owners, businesses, and economies depend on us. They expect efficiency, professionalism, and reliability. Excellence in service delivery must therefore become part of your daily work culture. We expect you to bring fresh energy, new ideas, and a positive attitude that will help further transform this institution.

Equally, global trade dynamics are shifting, technology expectations are rising, and regional economies are becoming more intertwined. Competition will grow fiercer. Yet we are confident that with clarity of purpose and collective effort, we will continue to excel and uphold Kenya's position as a regional logistics hub. Every improvement at our ports carries your mark, and every future success will depend on the same spirit of dedication that defines the Kenya Ports Authority.

Let us move forward with a shared purpose: to make the Port of Mombasa and our entire ports network the undisputed gateway to Eastern and Central Africa. Together, we will build on our strengths, face our challenges with courage, and create a legacy of excellence for future generations. The journey ahead is ours to shape. Let us get to work.

Pictured: Cruise Ship SH Diana docked at Shimoni Port

Port of Mombasa Reasserts Itself on Global Cruise Circuit

The Port of Mombasa closed a successful cruise season with the arrival of MS Viking Yidun, its ninth vessel call, signalling renewed confidence in Kenya as a premier global cruise destination.

Operated by Viking Ocean Cruises, MS Viking Yidun is the first Asia-based cruise liner to call at Mombasa, bringing mainly Chinese visitors.

The ship arrived with 717 guests and 489 crew members, who spent their one day stay exploring the city through organised tours, excursions and game drives.

Earlier in the season which typically runs from September-to-May, Mombasa welcomed Azamara Cruises in January with the arrival of MV Azamara Journey. Carrying 669 passengers and 386 crew, the vessel set a strong tone for the Port as it continued to build its cruise credentials.

Azamara's sister vessel, MV Azamara Onward soon followed, marking its first visit to Mombasa. The Onward carried 653 passengers and 389 crew becoming the sixth ship to call at the Port this season.

The vessels collectively brought more than 6000 passengers to the Kenyan coast this season significantly boosting the country's hospitality industry.

Industry observers say the season's narrative goes beyond ship counts; it highlights the return of established cruise lines to Mombasa. Azamara Cruises has thus called twice this season, signaling growing trust in Mombasa.

Other global cruise operators also maintained a strong presence with Viking Ocean Cruises recording two vessel calls. MV Viking Sky, returned with 789 passengers and 476 crew, reinforcing Mombasa's appeal as a reliable stop for premium cruise travel.

The season's impetus extended beyond Mombasa. Expedition vessel SH Diana of Swan Hellenic marked a major milestone by becoming the first ever cruise ship to dock at Shimoni Fish Port on the South Coast. With 120 international tourists on board, SH Diana opened a new gateway to attractions like Kisite Mpunguti Marine Park and Wasini Island, before continuing her coastal itinerary.

The vessel later called at Mombasa, marking its third visit and reinforcing its growing presence in Kenya's cruise circuit.

Luxury lines have also continued to call. MV Europa of Hapag-Lloyd Cruises and MV Crystal Symphony, operated by Crystal Cruises, both made visits, bringing high-value tourists and supporting the local tourism sector.

A different dimension was brought to the season by MV World Odyssey, known as Semester at Sea, by hosting an academic program for more than 600 students and crew, enriching the Port's cultural and educational appeal.

Shipping agents worked closely with the Kenya Ports Authority to ensure smooth operations at the cruise terminal, illustrating the sector's collaborative approach to port logistics.

Overall, the season reflected steady growth not only in numbers but also in reach. Vessels typically carried between 300 and 800 guests, each contributing to tourism activity in Mombasa and along the wider coastline.

For the Kenya Ports Authority, this progress affirms the ongoing efforts to position Mombasa as a competitive cruise destination. Investments in a modern cruise terminal, enhanced passenger handling and active collaboration with tourism stakeholders are delivering tangible outcomes from stronger passenger flows to broader port visitation.

Each vessel call brings direct benefits. Passengers visit local attractions such as Old Town, Fort Jesus, and national parks including Tsavo East, while new destinations such as Shimoni are beginning to benefit from wider distribution of cruise traffic.

The season also highlighted Kenya's growing role in the industry, with some ships employing Kenyan crew, showcasing the country as a source of skilled maritime and hospitality professionals.

The return of repeat calls by Viking Sky, Crystal Symphony, and SH Diana points to rising confidence in Mombasa's efficiency, security, and overall experience. Longer stays in port have also allowed visitors more time to explore, increasing tourism value.

Mombasa and the wider Kenyan coast are steadily strengthening their place on the global cruise circuit, driven by strong partnerships between cruise lines, shipping agentsand the Kenya Ports Authority.

Pictured: Cruise tourist enjoy a jig following the call of Azamara at the Port of Mombasa

KPA Upgrades Likoni Ferry Crossing Infrastructure

to Boost Safety, Efficiency and Commuter Experience

The Kenya Ports Authority is undertaking an upgrade of infrastructure at the Likoni Ferry crossing, in a move designed to enhance safety, efficiency, and the overall commuter experience.

Through the implementation of a Traffic Circulation Management Plan, the Authority aims to transform operations at one of the busiest and most critical transport links in the country.

The Likoni Ferry crossing serves as a vital connection between Mombasa Island and the South Coast, supporting Kenya's socioeconomic development. Currently, more than 500,000 pedestrians and at least 4,000 motorists use the crossing daily.

> *Currently, more than 500,000 pedestrians and at least 4,000 motorists use the crossing daily.*

Increasing demand has led to persistent challenges, including congestion during peak hours, overstretched infrastructure, and safety concerns.

For decades, commuters have endured long queues, disorganised boarding systems, and cramped waiting areas, often sharing limited space with vehicles and informal traders.

These conditions have not only caused inconvenience but also heightened safety risks, especially during high-traffic periods.

The upgrade plan seeks to address these issues through targeted improvements.

KPA will expand and modernise passenger holding bays, widen ferry landing ramps to ease traffic flow, and construct pedestrian skybridges to safely separate foot traffic from vehicles. In addition, new waiting sheds will be built to provide greater comfort and order for commuters.

A key feature of the plan is the reorganisation of public transport operations. The Authority intends to relocate and formalise the bus terminal, introducing structure to what has long been an uncoordinated system that contributes to delays and confusion.

Beyond improving transport efficiency, the project also incorporates social and economic considerations.

More than 900 stalls will be developed for informal traders, ensuring that small scale businesses remain accommodated in an organised manner without disrupting passenger and vehicle movement.

KPA Chief Executive Officer Capt. William K. Ruto emphasised that the project is centered on improving the daily commuter experience.

"This plan is anchored on creating a ferry service that is not only efficient but also inclusive and respectful of users' time and dignity," he said.

The design is guided by five key pillars: spatial, functional, environmental, social, and cultural connectivity. These principles reflect a broader vision of the ferry crossing as more than a transit point, but as a shared public space that caters to diverse user needs.

The first phase of the project, which focuses on the mainland side, is expected to be completed within the year.

Stakeholders who participated in public consultations welcomed the initiative, describing it as long overdue and noting that the improvements could help reduce safety risks reported in the past.

For hundreds of thousands of daily users, the upgrades promise shorter waiting times, safer crossings, and a more organised system that responds to the realities of everyday travel.

Meanwhile His Excellency President William Ruto has announced the government's plans to acquire a new ferry for the Likoni crossing in a bid to decongest and improve transport services in the Coastal city.

Speaking during his development tour of the Coast region, the President said the government had committed KES 3 billion towards the project to ensure the new ferry is available by December 2026.

"We are investing another KES 500 million at Mtongwe Ferry to ensure that mobility is improved in this Mombasa County," he added.

Pictured: MV Jambo ferrying passengers across the Likoni Channel

Kisumu Port: Gateway to Regional Trade
and Catalyst for Socio-Economic Transformation

> *Kisumu is becoming a true commercial hub*

Kisumu Port is on track to handle 700,000 metric tons of cargo this year - its highest throughput in modern history - marking its rapid rise as the primary inland gateway anchoring trade across the Lake Victoria Basin.

This surge reflects intensive modernization by the Kenya Ports Authority (KPA) and positions Kisumu as a critical connector for regional supply chains between Kenya, Uganda, and Tanzania.

Once a quiet fishing dock known mostly to local traders, Kisumu Port has undergone a remarkable revival.

Since rehabilitation began in 2018, annual cargo volumes have grown from 25,000 metric tons to 496,516 metric tons by 2025, supported by upgraded berths, a 400-meter quay, enhanced oil-handling capacity, and a linkspan enabling wagon ferry operations.

Today, Kisumu Port features four berths, a 4-meter draught, and ongoing construction of modern storage facilities, a passenger terminal, and improved cargo-handling equipment.

Plans are underway to extend the quay by 130 meters, a crucial expansion that will accommodate more vessels as demand continues to grow.

According to the United Nations Conference on Trade and Development (UNCTAD), nearly 80% of global trade by volume moves through maritime routes - highlighting why modern nations invest heavily in port infrastructure.

Kisumu's resurgence mirrors this global reality, demonstrating how strategic inland waterways can stimulate regional economic integration, especially under the African Continental Free Trade Area (AfCFTA).

Kisumu's diversification into petroleum products, fertilizers, sugar, and construction materials highlights its importance as a regional logistics hub.

KPA delegations recently visited Port Bell and Jinja in Uganda, and Bukoba and Mwanza in Tanzania, strengthening collaboration with ship owners and regional port authorities to unlock more trade routes.

Cargo Services Manager Patrick Makau believes this is only the beginning. "We are only beginning to unlock Kisumu's full potential. The surge in exports to our neighboring countries is clear proof that Kisumu is rising again." Meanwhile, upgrades are also underway in feeder ports such as Homabay, Asembo Bay, Sio Port, Mbita, and Luanda K'Otieno, creating a connected lake transport ecosystem that will benefit both commercial and passenger mobility.

Beyond infrastructure, the Port's revival is fueling widespread socio-economic benefits across the region. At Dunga Beach, Mama Otis, a long-time fish supplier, says the Port's modernization marks "a new dawn" for her business.

The planned passenger ferries will allow her to access new customers across the lake - in Uganda, Tanzania, and beyond - expanding her market far beyond traditional boundaries.

Similarly, Fredrick Jakabondo, a fish trader within Kisumu City, sees new opportunities emerging with the planned integration of lake transport and the Standard Gauge Railway (SGR).

He believes access to reefer containers and rail connectivity will enable fish exports to major cities like Nairobi and Mombasa, and potentially to international markets. "The link between rail and water transport will allow small businesses like ours to grow into major players in global commerce," he says.

The real estate sector is experiencing similar momentum. Mr. Otieno, a property investor with rental units near the Port, notes rising demand from traders, port workers, and service providers.

He expects this trend to accelerate as passenger services return and cargo volumes increase. "Kisumu is becoming a true commercial hub," he observes. "These developments will push property values up for years to come." Across the lakeside communities, expectations remain high. Residents anticipate more jobs, expanded trade, improved mobility, and greater access to reliable transport services.

The Port's growth has created optimism that economic opportunities will continue to expand in sectors ranging from fisheries and logistics to hospitality and real estate.

The continued development of Kisumu Port reflects KPA's long-term strategy to position the lake region as a competitive trade and transport corridor.

With strong support from regional stakeholders and local communities, Kisumu is steadily reclaiming its historic role as the beating heart of East Africa's inland commerce.

KPA Set to Build Usenge Pier
as Government Prioritises Lake Victoria Economy

The construction of Usenge Pier in Bondo, Siaya County, has officially commenced following the groundbreaking ceremony presided over by His Excellency President William Ruto. This milestone marks a key government initiative to modernise lake transport infrastructure and the economic potential expansion programs within the Lake Victoria region.

The development fits well with the government's agenda to boost trade, create jobs, promote tourism, and drive blue economy growth. Kenya Ports Authority, as a leading implementing agency, is committed to upgrading smaller lake ports, building on progress already achieved, including the successful delivery of the first phase of Homa Bay Pier in May 2025.

During the groundbreaking event the President announced that phase one of the project will be completed in six months. The development project spearheaded by the Kenya Ports Authority at a cost of KES 600 million will be undertaken in two phases. Before unveiling the site, the Head of State was briefed on the project designs by the KPA Chief Executive Officer, Capt. William K. Ruto. The new Usenge Pier will serve as a modern fish landing site and lake transport hub for passengers interconnecting between Luanda K' Otieno, Mbita, Homa Bay, Sena, and Kisumu.

Upon completion, the facility will ease road transport time from Kisumu by half an hour with water bus and ferry services alongside other scheduled landing sites. The site will position Lake Victoria as suitable

for port logistics, cargo handling transportation, passenger movement, and fish processing while accelerating the economic development within the lake region.

Phase one of the project will encompass supply, installation/ construction, testing, commissioning, and handing over of earthworks (cut, fill, and leveling), perimeter wall, main gate and guard house. Others include landscaping works and construction of a 25-meter-wide by 200-meter-long jetty, which will serve as the core operational structure of the pier. The President noted that the second phase will focus on building cold rooms, dryers, and storage facilities to support fisheries and strengthen the blue economy value chain.

"After phase one, we will be back for construction of a cold room, dryers, and storage facilities," President Ruto added. KPA, as the leading government implementing agency, has successfully driven the vision with upgrades progressing in smaller lake ports starting with the launch of the first phase of Homa Bay Pier in May 2025.

Similar developments are planned for Sio Port, Asembo Bay, Mbita, Muhuru Bay, Karugu, and Luanda K'Otieno. These are the nodes that will connect the lakeside communities, providing efficiency and reliability.

The launch of Usenge Pier provides an essential infrastructure upgrade, aimed at renewing a strong commitment to unlocking the full economic potential of the larger region of Nyanza and by extension, of Western Kenya. As construction gets underway, the project stands as a symbol of forward momentum, opening a new chapter for communities that rely on Lake Victoria for trade, transport, and strengthened livelihoods.

Pictured: President William Ruto officially breaks ground for the construction of Usenge pier

Newly Recruited Staff Meet KPA Top Management

The Kenya Ports Authority Chief Executive Officer Capt. William Ruto has urged staff to maintain discipline, competence, consistence, sacrifice and ethical conduct for the success of the organisation.

Addressing the newly recruited staff at a Mombasa hotel, the CEO said that to rise from one level to another, employees must embrace responsibility, respect systems, remain disciplined and consistently deliver results.

"There are no shortcuts to growth in this institution. I want to be very clear on one issue – indiscipline will not be tolerated. As management, we are fully committed to mentoring, training, guiding and exposing you to opportunities that will shape your careers. We shall invest in your development because we believe in your potential. However, discipline is non-negotiable," Capt. Ruto added. He called upon the staff to practice integrity, which is the foundation of public service.

"Never compromise your values for temporary gain. Protect public resources. Be transparent. Be accountable. Be trustworthy. Your character will determine how far you rise in this organisation more than your academic papers," said Capt. Ruto.

Pictured: Chief Executive Officer Capt. William Ruto, accompanied by General Managers, addresses newly recruited staff

He encouraged them to remain humble, ready to learn, listen to supervisors, respect colleagues and value teamwork noting that the maritime and logistics sector was evolving rapidly and only those willing to adapt, innovate and continuously improve would succeed.

KPA successfully recruited Graduate Trainees, Administrative Assistants, Technicians, Artisans, Coxswains, Pharmaceutical/Laboratory Technologists, Pharmaceutical Attendants and Assistant Ferry Masters who officially reported on duty on 1st April 2026.

The recruits underwent a 10-day structured corporate induction programme to help them understand the organisation, their role, occupational safety and health requirements, the ethical standards and workplace expectations while enabling them to integrate quickly and become productive.

The Graduate Trainees are currently undertaking a six (6) month mandatory Graduate Trainee Programme to enable them to acquire technical competencies and essential workplace skills.

Similarly, the Administrative Assistants undertook a thirty-five (35) day examinable Port Operations Clerical course which commenced from May 4th to 19th June 2026 at the University of Nairobi.

Berth 19B: Building Ahead
of a Region That Won't Slow Down

A port doesn't expand in isolation. It expands because everything around it is moving faster. Across the Northern Corridor and the wider East African hinterland, growth has been anything but gradual. The region remains one of the fastest-growing on the continent, with economies expanding at around 5.7–5.8% in 2025, driven by trade, infrastructure and regional integration as per the East Africa Macroeconomic Outlook 2025 and the East Africa Community economic projections 2025 by Deloitte.

Countries served by the Port - Kenya, Uganda, Tanzania, Democratic Republic of Congo and Rwanda - continue to post strong growth, with Rwanda nearing double-digit expansion in 2025 according to International Monetary Fund-World Economic Outlook Database (May 2026).

That growth has a physical consequence: cargo must land, move, and- critically- sit somewhere and that is where the pressure has been building. Following a strong 2025 performance, yard space has increasingly become the constraint, not quay productivity. The push to accelerate additional stacking capacity is what has brought Berth 19B to life, with construction having begun on August 1, 2025.

General Manager Cargo Operations, Dr. Sudi Mwasinago, notes the expansion is less about ambition and more about necessity. "The exponential growth we experienced in 2025 has created real pressure, especially on yard space. Berth 19B is a response to that demand and will add an annual capacity of about 300,000 TEUs we urgently need to stay ahead of the curve."

Before even looking at the footprint, Berth 19B is already defining itself by how it is being built. The project has leaned into more controlled, deliberate engineering methods - particularly in areas where traditional approaches would be risky or disruptive.

GM Infrastructure Development, Eng. Mathews Amuti, points to the demolition phase as a clear example: "We used controlled blasting technology in removing the old KOT I berth dolphins, which allowed us to improve efficiency while keeping impacts on surrounding structures and the marine environment to a minimum."

It's a small detail in the overall project - but one that reflects a broader shift: faster execution, with tighter environmental and structural control. The same thinking carried into the underground works. "For the pump house sump pit, we adopted the caisson sinking method. It gave us a much safer and more effective way to handle deep excavation under difficult ground and groundwater conditions," Eng. Amuti explains. Then there's the name.

Berth 19B marks the first time a letter suffix has been introduced in berth numbering. The "B" signals its role as an extension of Berth 19, while allowing it to operate as a distinct unit for planning, identification and management.

On paper, the project is substantial. It will deliver a 240-metre quay, a 296.75-metre western revetment, and a 4.6-hectare stacking yard. Dredging to a depth of -13.5 metres will allow the berth to handle larger vessels.

The project is being undertaken by China Communications Construction Company (CCCC), with completion expected by July 31, 2027.

With a hinterland growing at pace and trade volumes rising, Berth 19B is less about catching up and more about staying ahead.

Pictured: Construction of Berth 19B underway

Kenya's Port Modernisation

Redefining Regional Trade Routes

The Kenya Ports Authority is reshaping the country's maritime trade gateways through its ambitious infrastructural expansion upgrades across its ports facilities.

The latest performance indicators coupled with the government's huge investments point to a port system gearing up to meet the rising cargo volumes and regional trade demands.

At the heart of this transformation is the Port of Mombasa, the region's busiest seaport and a critical artery for the East and Central Africa. Long known as the region's bellwether of economic investment, the Port continues to post steady growth driven by sustained infrastructural improvements.

New performance figures point to a rising traffic as reflected in the 2025 performance report.

The Port handled 45.45 million tons of cargo up from 41 million tons in 2024, marking a notable 11 percent increase. Container traffic followed this upward trajectory, recording 2.11million TEUs, up from 2.00 million TEUs in 2024, representing a 5.5 percent increase.

The growing demand on ports infrastructure has compelled the Kenya Ports Authority to invest substantially in ports expansion programmes in the recent history. Key among these is the Mombasa Port Development Project (MPDP) now in phase three. Under this phase the planned construction of Berths 23 and 24 will bring a combined annual capacity of 1.1 million TEUs and extend the Port's reach as a regional trade hub.

Additionally, the rehabilitation of Berth 19B - a 240-meter facility expected to add 300,000 twenty-foot equivalent units of annual capacity is currently underway.

According to the Chief Executive Officer Capt. William Ruto, existing yards and berths have come under unprecedented pressure owing to surging cargo volumes. He emphasises that the new investments are essential in maintaining service reliability and averting capacity constraints.

KPA is also revamping other berths at East Africa's biggest port to modernise the facilities and align them with the demands of contemporary shipping.

There are also plans for straightening, deepening and strengthening Berths 1-10 that will comprise dredging of the channel to minus (-)15 metres and aligning the quay line.

Similar works will be undertaken for Berths 11-14 to create a modern multipurpose terminal handling both containerised and general cargo.

As part of the program, the Authority is procuring a fresh set of modern equipment to reinforce cargo-handling operations. The focus has been replacing old equipment with hybrid eco- friendly equipment that will not only optimise efficiency but also protect the environment.

Other projects include the construction of Dongo Kundu (DK1) multipurpose berth for the Special Economic Zones to catalyse manufacturing and value addition, automation of gates to smart gates and upgrade of the Terminal Operating System (TOS).

The Port of Lamu remains a critical pillar of Kenya's long-term maritime strategy. It was conceived as a cornerstone of the Lamu Port South Sudan Ethiopia Corridor (Lapsset) intended to connect Kenya with Ethiopia and South Sudan. With its naturally deep harbour, Lamu serves as an ideal alternative capable of handling larger vessels and future industrial expansion along the new corridor. Its growing relevance is increasingly reflected in national infrastructure discourse often viewed as strong interconnected drivers of efficiency and regional competitiveness.

Far from the coastline, Kenya's push to revive inland water transport has begun to bear some striking results, with the Port of Kisumu standing out as a notable turnaround story. The Port has undergone rehabilitation since 2018 reshaping its role in regional trade.

The infrastructural investments are now visible with cargo volumes, rising from 25,000 metric tons in 2018, to around 469,000 metric tons by 2025, largely driven by the active renewed cross-lake commerce and growing demand from neighbouring markets.

This impressive growth is attributed to modernisation of berthing facilities currently being extended to 400-metre quay, from 262, improvements to the oil jetty that now efficiently serves petroleum vessels across Lake Victoria and strengthening of the Kisumu–Nairobi metre-gauge railway connection, which has streamlined intermodal cargo movement. The Port's revitalisation has re-energised trade between Kenya, Uganda, and Tanzania, especially in petroleum, general cargo, and regional exports.

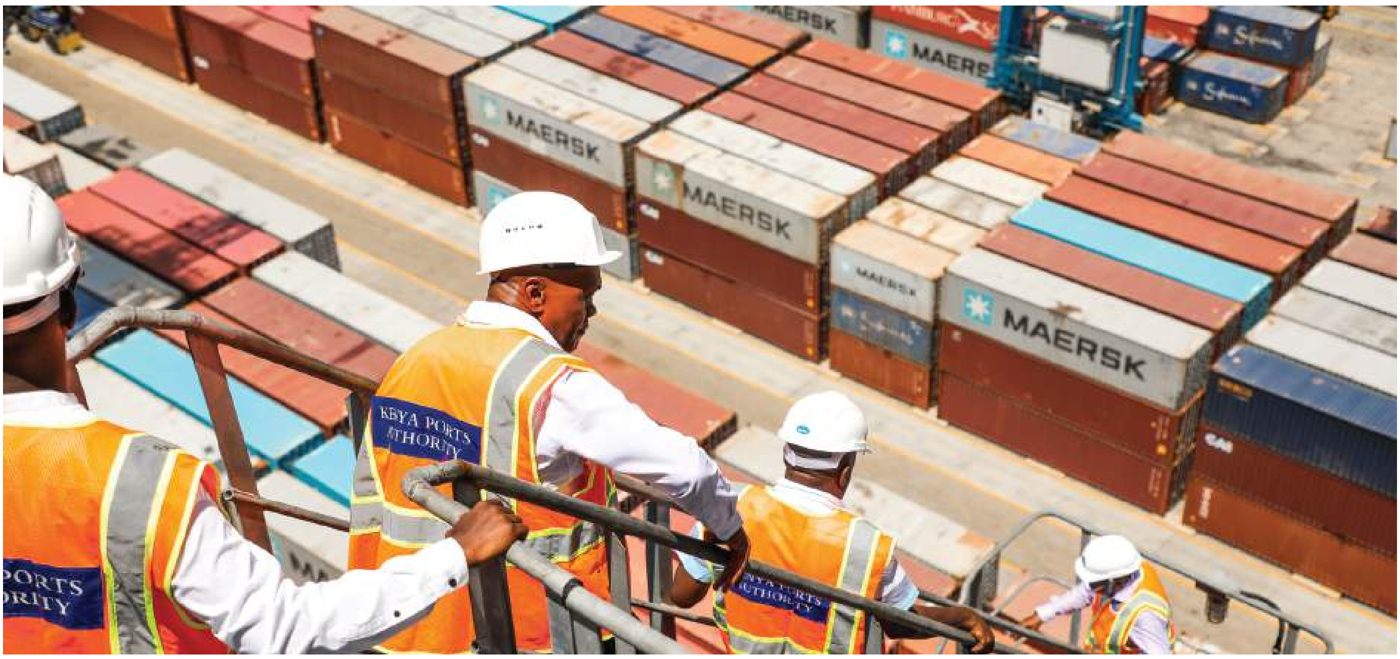
Ongoing developments include the construction of new storage facilities, a passenger terminal designed to support lake tourism and inter-city travel, and the acquisition of modern cargo-handling equipment to increase efficiency in loading and offloading operations.

Taken collectively these developments point to a bold recasting of Kenya's port infrastructure. Kenya Ports Authority's investments are not merely simple reactive responses to increasing cargo volumes, but they reflect a deliberate strategy to fortify the country's future logistics backbone, enhance regional connectivity, and support Kenya's aspiration to serve as the leading trade gateway for East and Central Africa. From dredging berths and expanding terminals to modernising equipment and strengthening intermodal links, the Authority is laying the foundation for ports that can efficiently serve a fast-growing regional economy.

Taken together, these port developments amount to more than a series of technical upgrades. They reflect a broader reimagining of Kenya's logistical future at a moment when the demands on regional trade networks are rapidly shifting.

They form part of a deliberate strategy to reinforce the nation's role as a commercial gateway to East and Central Africa.

As global trade continues to take shape with high shifting momentum and East Africa's economic integration accelerating, Kenya's port connectivity is being repositioned to deliver world-class service, resilience, and capacity.



Mombasa Eyes 3 Million TEUs Target by 2030

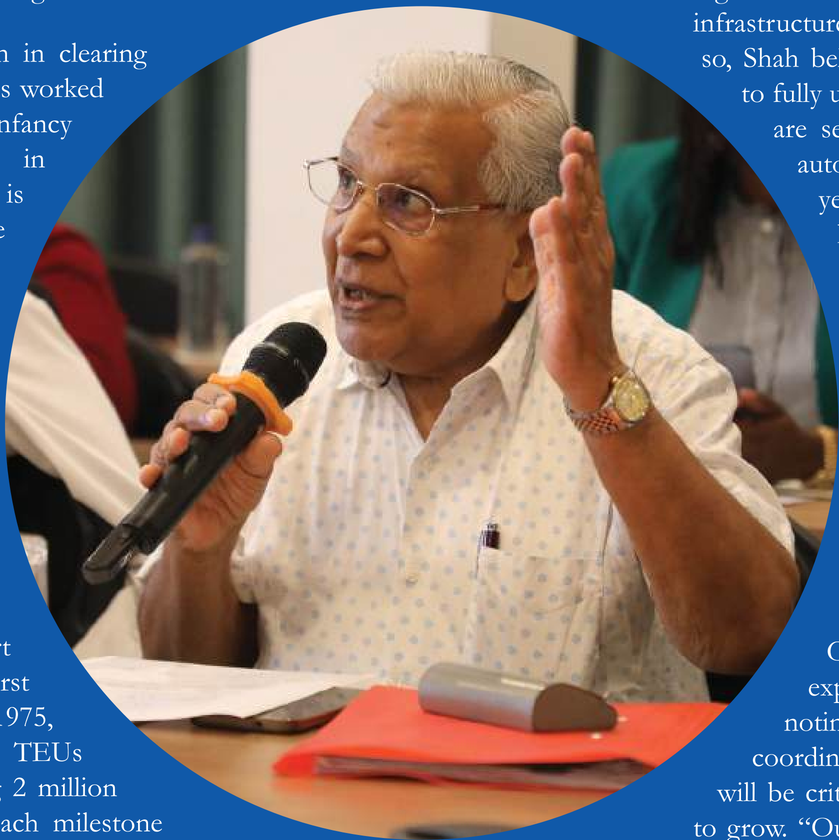
As the Port of Mombasa moves toward handling 3 million Twenty- Foot Equivalent Units (TEUs) annually by 2030, one of the industry's longest serving voices believes it is a probable target.

Mr. PJ Shah, a veteran in clearing and forwarding who has worked with the Port since the infancy of containerization in 1975, says the target is not only achievable but likely noting the growth trend has been consistent over decades. "There is always an annual increase in the volume of business," Shah observes.

The Port's own performance echo this pattern: the Port of Mombasa's first containerized cargo in 1975, surpassing 1 million TEUs in 2014, and exceeding 2 million TEUs in 2024, with each milestone arriving faster than the last. The industrialist attributes the acceleration to the Port's strategic position.

"Mombasa is very well placed," he says, highlighting its role as a gateway for Uganda, Rwanda, Burundi and parts of the Democratic Republic of Congo. "There is a lot of traffic." He adds that the hinterland remains the key driver of future growth, with transit cargo fueling port expansion. "Transit cargo is what makes a port grow."

Despite its advantageous location, Mombasa still captures only a portion of the regional market. Shah estimates that about 30 percent of Rwanda's cargo currently transits through the Port, indicating substantial room for growth. "There is a lot of cargo destined for Rwanda. The question is, how do we attract more of it?" he quips.



The Kenya Ports Authority has heavily invested in recent years to position the Port for that growth. These include the development of the Second Container Terminal and upgrades to cargo-handling equipment. "We now have a well-developed container terminal that is fully equipped," Shah adds.

The improvements have boosted efficiency, reduced berth time and enabling faster turnaround, expanded capacity, improved overall operations and supported higher cargo volumes.

With a reinforced terminal, upgraded equipment and a growing hinterland, Shah believes the 3 million TEUs target by 2030 is not only plausible, but on a trajectory that aligns with regional trade dynamics and ongoing infrastructure enhancements. Even so, Shah believes more can be done to fully unlock that potential. "We are seeing some benefit from automation, but we are not yet realising the full gains," he notes. He mentions procedural bottlenecks as one area that still needs attention, particularly for transit cargo. "We need to reduce bureaucracy. It is very important for transit business."

Kenya Ports Authority Chief Executive Officer Capt. William Ruto has expressed similar priorities, noting that efficiency and coordination among stakeholders will be critical as volumes continue to grow. "Our focus is on optimising operations and ensuring seamless cargo movement," he said.

With regional economies expanding, infrastructure improving and trade flows increasing, the 3 million TEU target appears within reach. For Shah, the trajectory is clear. The question is not whether the Port will reach the milestone, but how it positions itself to capture even greater volumes beyond it.

Pictured: Managing Director at Maritime Freight Co. Ltd Mr. PJ Shah during a stakeholder engagement forum.

With a reinforced terminal, upgraded equipment and a growing hinterland, Shah believes the 3 million TEUs target by 2030 is not only plausible, but on a trajectory that aligns with regional trade dynamics and ongoing infrastructure enhancements.

Port of Mombasa Pushes the Limits
as it Attracts More Global Business

The Port of Mombasa continues to anchor regional shipping logistics, reinforcing its standing as East and Central Africa's primary maritime gateway. Performance metrics from the first five months of 2026 suggest another strong year ahead, with cargo throughput reaching 18.58 million tons between January and May 2026, a 4.1 percent increase compared to that registered in the corresponding period in 2025.

This follows a record-breaking 2025 performance, when total cargo throughput surged to 45.45 million metric tons for the January-December period, marking a 10.9 percent increase equivalent to 4.46 million tons compared to the 40.99 million tons handled in 2024. Container traffic recorded 2.11 million TEUs, a 5.5 percent rise from the previous year's 2.00 million TEUs.

The most significant development from the 2025 data is the Port's expanding integration with East Africa's landlocked economies. Transit cargo destined for neighbouring countries jumped by19.5 percent, climbing from 13.29 million tons in 2024 to 15.88 million tons. Uganda maintained its position as the dominant transit market with a 25.2 percent increase, while Rwanda followed with 22.8 percent growth. The Democratic Republic of Congo recorded a 16.5 percent expansion, and Tanzania posted 11 percent growth in cargo routed through Mombasa.

"This reaffirms Mombasa's position as the most reliable and preferred trade corridor," said Kenya Ports Authority Chief Executive Officer Capt. William Ruto during a media briefing on the Authority's 2025 performance outlook.

Beyond Mombasa, the broader KPA network showed substantial activity. The Port of Lamu emerged as the standout performer of 2025, handling 799,161 metric tons against 74,380 tons in 2024. Container traffic at Lamu reached 55,687 TEUs during the period, validating KPA's long-term strategy of developing a second commercial port to relieve pressure on Mombasa and create an alternative trade corridor within the larger east and central African region.

"With more shipping lines introducing regular services at Lamu, this promises more cargo volumes through the Port in the subsequent years signalling growing confidence among international carriers in Kenya's second international seaport," Capt. Ruto noted.

The inland waterway port of Kisumu also posted substantial gains, processing 496,516 metric tons compared to 295,516 tons in 2024, a 55 percent rise that underscores the potential of the lake port as a commercial artery connecting Kenya, Uganda, and Tanzania.

The growth coincides with KPA's execution of an infrastructure modernisation programme designed to sustain the momentum. The Authority is actively expanding berth capacity and yard space, with the ongoing construction of Berth 19B and the anticipated construction of Berths 23, and 24 expected to generate an additional 1.4 million TEUs annual capacity.

Parallel with the hard infrastructure development, the Authority is advancing its digital transformation efforts. The Terminal Operating System upgrade, an initiative to streamline cargo movement and management from ship to shore through final clearance, is now 58 percent complete. Further gates automation at entries 23 and 24 is almost complete, promising reduced truck turnaround times and enhanced transparency for gate in and out.

Industry stakeholders have welcomed these developments. Shippers Council of East Africa Chief Executive Officer Mr. Agayo Ogambi remarked that the initiatives will reduce bottlenecks associated with shipping and logistics, making Kenya's ports globally competitive.

In 2026, KPA's focus remains on completing infrastructure upgrades while consolidating market share gains. The Authority's strategy of expanding physical capacity alongside digital modernisation appears calibrated to capture continuing regional trade growth while positioning Kenya's ports as technologically advanced and efficient gateways.

With all major transit markets expanding, new shipping lines committing to Lamu, and double-digit growth posted across most facilities, the Port performance provides compelling evidence that trade will increasingly flow through Kenyan ports in the years ahead.

Through the Lens

Capt. William Ruto honors Capt. Kostromin Vitaly with a plaque as the CMA CGM Adventure the first-ever LNG-fuelled container ship makes a maiden call to Mombasa. Flanking the moment are CMA CGM's Diana Nazonga, Evans Owuoche, and Yuri Da Sousa.

General Manager Corporate Services Mr. Edward Kamau with the Ghanaian Deputy Minister for Transport, Ms. Dorcas Affo- Toffey at the Africa Ports Forum- 2026 held in Accra Ghana.

The Kenya Ports Authority's top senior management successfully attend Managers' Performance Acceleration Strategy session at a hotel in Malindi. General Managers ;Dr Sudi Mwasinago (GM Cargo operation).Ms. Evelyn Mwamure (Corporate Research, Planning and Compliance), Dr Fred Oyugi (Internal Audit and Risk Assurance), Mr. Geoffrey Kavate (Finance and Commercial Services), Capt. Abdulaziz Mzee (Port of Lamu), Corporation Secretary Mr. Turasha Kinyanjui (Legal Services) and Harbor Master Capt. Patrick Onyango (Marine Operations) participated in the forum.

Transport PS Mohamed Daghar and Rwanda's Infrastructure PS Canoth Manishiwe formalize the operationalization of the KPA liaison office in Kigali. Joining the principals to witness the landmark MoU are (from left) KPA Manager of Contracts and Conveyancing Robert Warui, GM Corporate Services Edward Kamau, Board Director Beatrice Nyamoita, and KPA CEO Capt. William Ruto.

Members of the Kenya Editors' Guild during a tour of the Port of Mombasa . They are flanked by General Manager Engineering Services, Eng. Julius Tai (centre) and Manager Corporate Communication Mr. Dave Jones Buchere. (3rd right)

KPA Board Directors Mr. Wilson Mwai (2nd left) and Mr. Ahmed Mukhtar, (2nd right) together with Corporate Communication Manager Mr. Dave Jones Buchere, (extreme right) and Principal Quality Assurance Officer Mr. Peter Odera are presented with the trophies following KPA's exemplary performance at the ASK Show in Nakuru.

KPA Women donate essential foodstuffs during a visit to the Shimo La Tewa Women's Maximum Prison in commemoration of International Women's Day 2026.

President William Ruto greets young St Johns members when he presided over the 95th Annual Parade and Inspection Ceremony of St John Ambulance Kenya at State House, Nairobi. The students are flanked by Manager Medical Services and St John Ambulance Kenya Chancellor, Dr Gome Lenga and other KPA members.

Baltimore Express Signals Lamu's Leap
Toward a Bright Future

Pictured: MV Baltimore docked at the Port of Lamu

The arrival of the ultra-large container ship Baltimore Express at the Port of Lamu marks more than a record-breaking call. It is a clear signal that the Port is beginning to operate at the scale it was designed for, and that its long-term strategic value is now coming into sharper focus.

At 369 metres in length overall, the vessel ranks among the largest to call at any port in East and Central Africa. Its successful berthing at Lamu points directly to a defining advantage: infrastructure designed not for today's volumes, but for the future of global shipping.

With three berths, each 400 metres in quay length, Lamu is configured to handle ultra-large vessels without compromising operations. Unlike older regional ports, where quay lengths of about 300 metres can constrain such ships, Lamu provides the physical capacity required for seamless berthing. The Baltimore Express did not have to be fitted into the Port- the Port was already designed to accommodate it.

For Kenya Ports Authority Chief Executive Officer Capt. William Ruto, the call reflects a broader shift in how Lamu is being positioned within global and regional shipping networks.

"This call is a strong affirmation of the trust global operators are placing in our port," he said, noting rising vessel traffic and growing confidence among shipping lines.

He added that the Port's development strategy has always been forward-looking, anchored in anticipating changes in vessel size and trade patterns rather than reacting to them.

"We deliberately invested in infrastructure that would meet the demands of the next generation of vessels. What we are seeing now is the outcome of that vision taking shape," Capt. Ruto said.

That trajectory is supported by operational data. The Port of Lamu has handled more than 120 vessels in recent months, with cargo throughput significantly rising to 799,161 metric tons, driven largely by containerized cargo. The increasing frequency of vessel calls, including car carriers, also points to a steadily diversifying traffic base.

From an operational standpoint, the Baltimore Express call further demonstrated the Port's capabilities. The vessel, operated by Hapag-Lloyd, handled restows of dangerous cargo during its stay, confirming compliance with International Maritime Organization (IMO) requirements and the Port's readiness to handle complex cargo operations. The call builds on an earlier benchmark set by its sister vessel, MV Nagoya Express, which measured 335 metres and docked in August 2025.

Capt. Ruto stressed that infrastructure alone is not sufficient, noting that the Authority is also focused on strengthening operational efficiency. "Our focus now is on aligning operational performance with infrastructure capability to ensure reliability, efficiency and competitiveness for global carriers," he said.

For General Manager the Port of Lamu, Capt. Abdulaziz Mzee, the recent vessel calls confirm the Port's transition from potential to performance. "What we are seeing now is a validation of the design and investment decisions that were made from the outset," he noted, adding that the ability to accommodate large vessels is becoming routine rather than exceptional.

Beyond berth length, Lamu's natural harbour depth of 17.5 metres offers another structural advantage, allowing Panamax and post-Panamax vessels to access the Port with minimal or no dredging.

As global shipping lines continue to deploy larger vessels to achieve economies of scale, this depth paired with substantial quay capacity positions Lamu favourably in the competitive landscape.

KPA is reinforcing this advantage through continued investments in cargo handling equipment, including cranes and terminal tractors, aimed at improving turnaround times and overall port efficiency.

Taken together, these developments suggest that Lamu is entering a new phase. The Port is no longer defined by its promise, but increasingly by its proven ability to meet the demands of modern maritime trade.

The Baltimore Express call marks more than a milestone; it signals the emergence of a port built with the future in mind -and one that is beginning to meet that future on its own terms.

Pictured: General Manager Lamu Port Capt. Abdul-Aziz Mzee (Centre in Blue) together with the Master of MV Baltimore and lamu staff during the reception of the vessel

Port of Mombasa's Quiet Path to Net-Zero:

A Steady Journey Toward a Greener Waterfront

On any given morning, as the sun lifts over Kilindini Harbour and the cranes stand against the sky, a quiet change is happening. This change is slowly shaping how the Port of Mombasa runs, grows and connects with the world.

What was once considered a purely industrial space is now emerging as a model for green port operations in the region.

Ports around the world face the same reality: the global shipping industry, which constitutes about two to three percent of greenhouse emissions, must change, and with the International Maritime Organization (IMO) laying out bold targets a 20 percent emissions reduction by 2030, 70 percent by 2040 and net-zero by 2050, the pressure is mounting and as cargo volumes continue to rise, so does the urgency.

At the Kenya Ports Authority, this challenge has quietly become an opportunity, thus sustainability is no longer a side project, it is the backbone of the Authority's future.

A Policy That Set the Pace

Back in 2015, KPA made a deliberate strategic choice to adopt and implement a Green Ports Policy (GPP). Updated in 2023, the policy is now the compass guiding the Authority's environmental and social commitments.

Its goals are practical yet ambitious, improving energy efficiency, embracing renewable energy, integrating climate adaptation in port development, reducing harmful air emissions, protecting ecosystems, advancing circular economy practices and involving partners and stakeholders in the journey.

The Shift Toward Cleaner Operations

Today when you take a walk through the Port the significant changes are noticeable everywhere.

Energy-efficient lighting glows across workshops and offices. Air conditioners with 70 percent energy savings have replaced older units. High-pressure sodium yard lights have given way to sleek 600W LED fixtures.

Up on the rooftops, four grid-tied solar plants quietly feed clean energy into operations, now at 1.6 MW installed capacity, with plans already in motion to scale that up to 5 MW.

Pictured: Eco hoppers effective for dust suppression at the Port of Mombasa

Across the yards, 38 hybrid Rubber Tyred Gantry (RTGs) cranes move effortlessly with electric forklifts buzzing through the terminals. A pilot phase for electric terminal tractors is underway and to further the effort KPA marine crafts can now plug in to shore-power instead of running on fossil fuel.

Fighting Dust, Protecting Air

Eco-hoppers reduce dust during bulk cargo handling. Dust suppression systems keep particulate matter down. Conveyor systems run more cleanly and efficiently. KPA also conducts regular monitoring of greenhouse gases and priority air pollutants.

Nature at the Heart of It All

KPA's mangrove restoration and carbon asset development project is restoring vital blue-carbon habitats across Kwale, Lamu, Mombasa and Kilifi. The initiative, carried out with the Pongwe Kidimu Community Forest Association, 823 members strong, mostly women and youth, has the potential to offset up to 40 percent of KPA's carbon footprint over the next five years.

In 2025, the project earned the Authority international recognition under the environmental care category in sustainability awards at the International Association of Ports and Harbours (IAPH) World Ports Conference held in Kobe, Japan.

Resilience Built into the Infrastructure

Concrete roads with longer lifespans, resilient designs at Dongo Kundu Phase 1, Berth 19B, Berth 22, Lamu Port, and eco-terracing on hillsides at the Port of Mombasa, are now part of the Authority's climate-smart engineering approach.

Technology as a Climate Tool

Digitalization continues to play a major role in reducing emissions with automated tracking and smart logistics systems. This has improved cargo movement, reduced delays for trucks, cranes and ships which lower fuel use and air pollution. Systems like the Maritime Single Window, the Manifest Management System, the Standard Gauge Railway Auto Yard Operation System and the upgrading of the Terminal Operating System reduce turnaround time. Additionally, smart gate technology, supported by Trademark Africa, has made port access smoother and quicker.

SGR reduces road-based emissions, while waterway transport is being revitalized across Port Victoria, Usenge, Asembo Bay, Kendu Bay, Homa Bay, Mbita, Luanda Kotieno, Sena, Sori, Sindo and Muhuru Bay. KPA's Preparation for Certification in the Environmental Management System (ISO 14001 EMS) and Occupational Health and Safety Management System (ISO 45001O HSMS) is already underway.

This marks a significant milestone in the Authority's continued commitment to sustainability, regulatory compliance, and the health and safety of all port users.

Given the critical role port operations play in trade and logistics, their impact extends considerably to the environment, making these standards essential in ensuring that systems are robust, risks are effectively managed, and both people and the environment are safeguarded.

A Glimpse into the Future

KPA is exploring green hydrogen, with pilot trials on the horizon and discussions on positioning Dongo Kundu as a hydrogen storage and export hub. Feasibility studies for wind energy at Lamu Port and Naivasha ICD are planned. Further, KPA is preparing to expand its e-mobility fleet following a feasibility report on hybrid and electric port equipment.

As cargo volumes rise, Mombasa Port is carving out its place among environmentally conscious ports. The transformation is steady, real and forward-looking proof that a port can be both a gateway for trade and a guardian of the environment.

Inside the Beating Heart of KOT II:
The Hidden Hub Powering Fuel Flow Across the Region

As the harbour lights flicker along the waterfront and the first shift of workers move quietly into position, activity is already building offshore at Kipevu Oil Terminal II.

The tankers lined up at the berths tell a familiar story: fuel is on the move, and the region's energy lifeline is in motion. However, what few ever see is the hidden world beneath the surface.

The subsea pipelines that feed the terminal lie buried roughly 25 metres below the seabed, a depth that shields them from anchors, currents and the constant movement of ships above.

It is one of those structural details that rarely draws attention, yet without it, the entire petroleum transfer system would be far more vulnerable.

Kipevu Oil Terminal II has quickly become one of the most important gateways for petroleum products entering East and Central Africa.

The numbers speak clearly. For instance, during the 2024–2025 financial year, 70 tankers discharged more than 5.3 million metric tonnes of fuel, while the terminal achieved an improved average turnaround time of 4.75 days.

Remarkably, this growth happened even with eight fewer vessel calls than the previous year. The terminal still moved over 385,000 metric tonnes of petroleum products and reduced vessel turnaround time by more than four hours, reflecting a system that is becoming steadily more efficient, according to Capt. Patrick Onyango the Harbor Master and General Manager Marine Operations.

Yet behind this impressive performance lies a facility few outside the Port ever see, a hidden engine that quietly keeps the fuel transfer process safe and precise: the Beach Valve Station (BVS).

Tucked discreetly onshore, the Beach Valve Station, or BVS, rarely finds itself in the spotlight, but it anchors the entire KOT II operation.

Although compact, it is a powerful node where technology, engineering and logistics meet. Operated through integrated systems linking Kenya Ports Authority and the Kenya Pipeline Company, the station acts as both an operational substation and the primary logistical support point for the huge offshore platform.

Inside, power generation equipment buzzes steadily, pipeline inspection gauges are received after long journeys through subsea lines, and the flow and pressure of various fuel products are controlled with meticulous precision.

A visit to the station reveals why it is such an important junction.

From this single point, pipelines branch off in different directions. Some feed directly into the Kenya Pipeline Company network, while others link to the Common User Manifold, the shared interface through which all oil marketers access white petroleum products.

This arrangement ensures that once fuel is discharged offshore, marketers receive it quickly, safely and fairly.

Faster evacuation from KOT II translates directly into lower demurrage costs and more reliable supply across the region. It is here that KPA's General Manager for Infrastructure, Eng. Mathews Amuti, highlights the importance of robust design features, noting how the terminal's buried subsea systems and reinforced onshore infrastructure provide the backbone for safe transfer at such high volumes.

The scale of activity the BVS supports is immense says Eng, Amuti, "Kipevu Oil Terminal II is designed to berth three tankers simultaneously, each with a capacity of up to 170,000 deadweight tonnes", he adds.

It handles a full range of petroleum products, from dual-purpose kerosene and automotive gas oil to premium motor spirit, crude oil, heavy fuel oil and even liquefied petroleum gas.

The variety alone makes KOT II one of the most versatile petroleum terminals on the East African coast.

Behind the scenes, an intricate web of technology ensures that this diversity of products moves safely.

> *Kipevu Oil Terminal II is designed to berth three tankers simultaneously, each with a capacity of up to 170,000 deadweight tonnes.*

Engineers at the station have deployed automated control valves, Supervisory Control and Data Acquisition (SCADA) -based monitoring, precision flow meters, emergency shutdown mechanisms, pressure and leak detection instruments and integrated fire and gas detection units.

These systems work continuously to safeguard every stage of the transfer process.

According to Eng, Kennedy Nyaga, Manager Projects & Management, "Supporting this technological backbone is a network of five subsea pipelines and risers dedicated to a specific product, along with six corresponding onshore pipelines leading inland".

Eng. Nyaga says further, the berthing structures reinforce safety, with well-secured rubber fenders spaced at close to 24 metres to cushion arriving tankers.

The subsea pipelines themselves make landfall just past the container terminal between Berths 14 and 16, where they connect seamlessly into Beach Valve Station.

Once inside the station, the fuel transfer process enters its most controlled phase. Here, operators isolate pipelines, when necessary, initiate emergency shutdowns in the event of leaks or spills, monitor flow and pressure in real time, and manage the launch and reception of pipeline inspection pigs used for cleaning and maintenance.

"The BVS acts as the final checkpoint before petroleum products enter the inland pipeline network linked to KPC and KPRL storage facilities," Eng. Nyaga adds.

For all its quietness, the BVS is the true heartbeat of the petroleum transfer system at Kipevu Oil Terminal II.

While the offshore platforms and towering loading arms often capture public attention, it is the BVS that ensures every drop of fuel travels safely and efficiently from the ocean to the national and regional distribution system.

Asked about the necessity of the cutting edge technology deployed at the terminal, Eng. Amuti explains that demand for petroleum continues to grow across Kenya, Uganda, Rwanda, South Sudan and the eastern DRC.

This rising demand, he concludes, creates the need for a holistic approach to ensuring the efficient, safe and uninterrupted supply of petroleum products throughout the region.

Pictured: KOT Oil Terminal at the Port of Mombasa

Take 10

with Captain Suleiman Bakari

Chief Pilot at Kenya Ports Authority

Q & A

Q To start, could you give us a snapshot of your role at the Kenya Ports Authority?

A Essentially, my job is to manage and coordinate the safe navigation of ships, their berthing and unberthing, and all marine operations within our jurisdiction. It is about making sure that every vessel that comes into our waters does so safely and efficiently.

Q Describe how you spend a typical day.

A My day always starts with the night report. I review all the ship movements that happened after I left the previous evening to make sure everything went smoothly. From there, I ensure the plan for the current day is solid and that all our pilots have a thorough briefing on what to expect. That often includes site visits along the quay to check for any developments that could affect our operations. After that, I attend the 10 a.m. port operations meeting, which is a gathering where clients and representatives from all the divisions come together to coordinate.

Q What do you find most rewarding about your job?

A Pilotage is highly mission-oriented, with results you can see immediately. We handle some of the largest ships in the region, and safely bringing one in or taking one out is a visible achievement. That makes the work deeply fulfilling, especially because the feedback from pilots, shipowners, and agents is immediate and tangible.

Q And what is the most challenging part?

A The biggest challenge is keeping up with what is coming, literally. The ships are getting ever larger, and that stretches our resources and requires us to plan with extreme care. Navigating these giants needs meticulous preparation and future projections. On top of that, there are the regulations and compliance standards, which are very high and constantly evolving. We must stay ahead of the curve.

Q If you were not a marine pilot, what would you be doing?

A I would probably be in aviation, or perhaps I would have gone into engineering. I love the idea of creating things from scratch, so I could see myself as an architect or a civil engineer. Something that allows me to build and shape the physical world.

Q You are clearly a man of action at work, but you have a surprising hobby. Can you tell us about it?

A Yes, I am a trained martial artist and a blackbelt. I was taken to my first class when I was just six years old, and I finally earned my blackbelt in 2019. I trained at the Ansar Karate Club in Mombasa under Sensei Mustafa, who is one of the best in our region. So, it has been a lifelong journey. I am also an advanced open water scuba diver, doing leisure dives up to 35 metres. I am also quite an avid reader and a member of a book club.

Q Speaking of diving, where is your favourite spot in Mombasa to relax?

A The wreck diving site off Mtwapa Creek is excellent. It has become a vibrant habitat for all sorts of marine biodiversity. It is a totally different world down there.

Q When you are off duty and just want to relax, where do you go?

A My spot is Greenwood Nyali Beach. I will get a cup of tea, sit right on the beach, and just watch the vessels crossing the horizon. It is calming and gives me a different perspective about the sea.

Q You come across as quite formal, so what do you watch to unwind?

A You have hit the nail on the head. I have been told I am quite formal and a little too serious, so comedy helps me balance that out. I am a huge fan of comedy shows such as Everybody Hates Chris and The Damon Wayans Show. I am also fascinated by stand-up comedy; Dave Chappelle is my favourite, and I really admire his genius. I enjoy Chris Rock as well.

Q What about music? What is on your playlist?

A I suppose we millennials are hooked on the past, so I listen to a lot of 1990s/ 2000s R&B. Growing up, we used to get the Sunday newspaper, which had the lyrics to the latest R&B songs. We would cut those out and share them with our girlfriends. Those were good times.

Q In such a high-stakes environment, how do you mentor the younger pilots who are coming up?

A That is a crucial part of my role because I believe in leading by example. The younger pilots need to see that precision and calmness are not just skills, but habits. We do a lot of on-the-job coaching. I tell them that the sea will always test you, but if you have prepared for the worst-case scenario, you will never be caught off guard. It is about building their confidence through competence.

Q Finally, a parting shot. If you could give one piece of advice to someone starting their maritime career today, what would it be?

A I would tell them to respect the sea but never fear it. Understand that the maritime industry is constantly changing, so be a lifelong learner. The technology and the regulations will evolve, but your integrity and your commitment must remain non-negotiable. That is what will carry you through a long and successful career.

Pictured: KPA Chief Pilot Capt. Suleiman Bakari

The Faces Behind the Voices

Ring ring…

Phone rings and on the second ring, a calm soft voice answers the call Exchange: Kenya Ports Authority, how may I help you?

For most of us at KPA, the constant rhythmic buzzing of the desk phones kick-starts the adrenalin as the day unfolds. The one that plays in the background while we shuffle papers, type furiously, gulp down tea, and chase the relentless rhythm of trade.

We move through our workstations like currents in a tide, and somewhere in the middle of it all, those calm, ever composed voices become our lifelines. They make the connections that keep the Port breathing. Passing instructions. Consulting with colleagues. Confirming appointments. Engaging clients. All at once.

Over time, those voices settle into our lives like old furniture, familiar and almost invisible. For some, they become acquaintances, tragically, for others they remain a voice and for the lucky few, they become friends.

But here is the question, we rarely pause to ask: Who are these familiar strangers on the other side of the line? For the first time, the Bandari Magazine team pulls back the curtain. These are the faces behind the voices.

They are a twelve-member team. The first point of contact for every KPA stakeholder, whether internal or external. Different in age, in years of service, in the weight of experience they carry. But together, they put their

Pictured: KPA Exchange team from left Abdi Alker, Lily Chizi,Gidnorah Ngomenyi, Mwanaisha Mtsumi, Fatuma Mwamzandi, Katethya David, Esha Dosa, Zawadi Ngumbao, Rhoda Nyamai, Mary Mwalwala and Margaret Ndenge.

best foot forward, shift after shift. So that whenever you call, someone is always there. A voice waiting on the line. Ready to listen. Ready to help.

Every day, across three shifts, nearly eight hundred calls pour in. The switchboard becomes a beehive, phones ringing off the hook. The team balances it all, picking up at quick intervals, transferring with swift precision, listening closely to the instructions whispered or shouted from the other end.

Lily Chizi has been a supervisor on the switchboard for thirty years. For her, it has always been about the love of serving others. She says this job demands passion and resilience. "I love the new experiences I get every day," she says.

Skills come second, she explains. Telephone operators are trained, then retrained. But the fundamental skill is customer care. You must embody it. Breathe it. Become it.

The tone matters too. Controlling your voice. Understanding when to be commanding. When to be gentle. When to be authoritative without raising a single decibel.

Mary Mwalala has learned the art of the soft answer. When callers raise their voices, she lowers hers. Eventually, they calm down. On the flip side, she has met very kind people too. Those who make the job feel like a calling.

Then there is Malik Abdi. The only man on the team, in a career often dominated by women. For him, it was about chasing new experiences. Six months into his posting, he admits it is still a learning curve. "Despite being the only man, I believe in teamwork and professionalism. The ladies have been very accommodating."

Gidnora Ngomenyi- takes personal responsibility for every caller. When she cannot connect them to the intended recipient, she calls multiple times. She suggests emails. She finds another way.

Do they ever get positive feedback? Some people are so nice, so kind, that they make the job feel worth it. Those calls become fuel. A huge source of motivation.

Patience Zawadi remembers the desperate pleas. Young jobseekers on the line, trembling, hopeful. She speaks to them like a mother. Encourages them not to give up. To keep chasing dreams. Then there are the personal complaints. Persistent callers with personal matters that bleed into work hours. She escalates those to supervisors because some things are far beyond their control.

Margaret Ndenge too, another supervisor in the team has to protect the KPA brand. That sometimes means going above and beyond the job description. Engaging higher offices. Handling matters of personal nature that run deep and serious that needs the attention of the management.

Esha Dosa, just one year into the job admits that the task can be challenging. She has learned to master human emotions. Adjusting herself depending on the situation. Mastering the art of communication has helped her navigate the difficult moments. After eight hours on the line, unwinding is critical. She watches Korean themed movies popularly known as K-Drama.

Fatma Mwamzandi has made genuine connections through the receiver. Some clients have turned into longtime friends. Katenge David puts it plainly. The exchange team is the face of KPA. Clients must be handled with great care to build their confidence and trust. Strong customer care is not optional. KPA's trade depends on it.

Asked how the team deals with work related stress, Margaret, the supervisor, says they work as a family. There is a lot of empathy. They carry each other's problems. "We are more than coworkers. We are a family. We know the strengths and weaknesses of each one of us. It helps us remain grounded and check our biases."

How does the team stay motivated? They recognise each other's efforts. They provide a supportive and conducive environment. So that every person can give it their all.

And then there is the story Lily saves for last. In her thirty years of service, she has spoken to very prominent people. One caller became a friend. An invitation arrived. A dinner at Statehouse.

So, the next time you hear that voice on the line, calm and composed, remember there is a face behind it. A story. A mother, a dreamer, a friend. Someone who has learned to lower their voice when yours rises. Someone who has carried eight hundred calls in a single day and still found the grace to say, how may I help you?

They are the ones who keep the Port connected. Not just through cables and switchboards, but through patience, kindness, and an unshakable belief that every voice on the other end deserves to be heard. And somewhere, between the ringing and the transferring of calls, between the jobseekers and the Statehouse dinners, they have turned a simple exchange into something human. Something worth calling back for.

Pictured: Esha Dosa on the line with a caller

Uganda's Robusta Boom:
How the Signature Bean Reaches the World

The road leading to the sea stretches longer than any line on a map would indicate. It winds beyond surveyed boundaries, through forests that breathe mist at dawn, across ancient trade paths where footsteps once marked the rhythm of exchange.

It is a corridor defined as much by memory as by movement - a route Uganda has followed for nearly a millennia, carrying its goods eastward toward the Indian Ocean. Stephen Asiimwe likes to ground this in perspective. "Uganda has been using the Port of Mombasa for the last 1,000 years," he says, the words landing with the gravity of lived history. Long before customs seals and scanners, before steel rails carved their way inland, borderlines drawn and defended.

Asiimwe is the Chief Executive Officer of the Private Sector Foundation Uganda (PSFU) domiciled in the capital city Kampala; an early riser - the 5:00 a.m. club kind - and an avid coffee taker whose office sends a warm aroma all the way to the parking lot. He is a third-generation coffee farmer too, which makes him exactly the kind of witness this story requires: present, invested and fluent in the crop's past and future.

In the age of barter, Asiimwe responds to the author narrating effortlessly and eloquently – caravans traversed across the savannah, bearing ivory, hides, grains and forged iron tools toward dhows that waited on the monsoon winds. From the coast came cloth, beads and spices - the currency of distant worlds.

The trade was seasonal, slow, almost ceremonial. Mombasa was more than a port - it was also a melting pot of civilizations. Empires shifted. The Portuguese fortified stone. Omani rulers shaped the coastline. The British hammered the Uganda Railway into the earth. Yet through every epoch, one truth remained: Uganda's economic heartbeat pulsed towards Mombasa.

Today, that pulse carries something darker, richer and that promises alluring aroma.

Coffee. Not just any coffee - Robusta, the country's signature coffee.

"There are two dominant commercial varieties," Asiimwe explains. "Arabica and Robusta. Arabica traces its roots to Ethiopia. But Robusta - true Robusta – originates in Sub- Saharan Africa, including Uganda."

Scientific and historical evidence supports him: Robusta once grew wild in the forests of Budongo and Kibale, long before commercial grading or global futures markets existed. Its resilience in heat, pests and unpredictable weather has turned it into a strategic crop for a climate-uncertain world.

Uganda's surge has been dramatic. According to the Uganda Investment Authority, Uganda exported 8.4 million 60-kg bags in the year ending October 2025, valued at US$2.4 billion. The Authority also reports this was a rise from 5.8 million bags worth US$1.3 billion the year before.

According to the Uganda Coffee Development Authority, 6.57 million bags worth US$1.72 billion were exported between March 2024 and February 2025 - a 70.7 percent rise in value year-on-year. Europe remains the primary destination, buying between 63 and 69 percent of Uganda's output, with Italy and Germany leading purchases.

Nearly all Uganda's coffee - millions of bags every year - exits through Mombasa. From family farms in Masaka and Iganga, to cooperatives in the Rwenzoris, to hullers on the outskirts of Kampala, the journey funnels eastward.

From Kampala to Malaba. From Malaba to the Port of Mombasa.

At Mombasa, containers stack like steel-clad chapters in a story that began centuries ago - waiting for ships bound for Antwerp, Hamburg, Trieste, Dubai and Shanghai. Efficiency here is not a literary flourish. It is survival.

Few understand this as intimately as KPA's Betty Wakio Mkonyi, who served as the Authority's Uganda Liaison office Representative.

The Kampala office operates as an inland command center, smoothing the invisible junctions between exporters, transporters and port operations.

"Our role is to make sure Ugandan exporters feel present at the Port even when they are hundreds of kilometers away," she says. "Coffee is sensitive cargo and timing matters." According to UCDA, Uganda exported 555,756 bags worth US$167.68 million in February 2025 — a 103 percent jump in value from the previous year. A delay at the Port doesn't just interrupt logistics - it can cost a farmer, a cooperative, and the country.

Over the last decade, KPA has expanded berths, modernised terminals, digitised clearance processes, and deepened its inland engagement efforts. KPA Chief Executive Officer Captain William Ruto often describes Mombasa as the Northern Corridor's logistical spine, not merely Kenya's maritime gateway. Ugandan exporters understand this well.

"Mombasa is about geography, reliability and speed," Asiimwe says. "Logistics is about convenience and affordability. If any of those weaken, markets shift."

Blockchain traceability pilots now allow roasters in Tokyo or Milan to scan a code and see the farm, cooperative and harvest date adding layer upon layer of transparency whilst building trust and premiums in a one go! But this evolution pushes new demands onto Mombasa: More berths, faster clearance, stronger rail connectivity and better Lake Victoria integration.

When a farmer in Masaka wakes before sunrise, plucks cherries at their peak, washes and dries them with practiced care, and delivers them into a cooperative network - that journey does not end inland.

It continues through warehouses in Kampala. Across the border at Malaba. Through cranes and gantries at Mombasa. Onto the deck of a deep-sea vessel. Eventually, it reaches a roastery in Rotterdam. A café in Berlin. A morning ritual in Boston.

The crema rising in that cup carries with it the memory of red earth, equatorial rain, and a trade corridor that has survived thousand years. When asked what Mombasa means to Uganda, Asiimwe pauses. "It is not just infrastructure," he says finally. "It is our link to the world."

From barter caravans to blockchain. From monsoon dhows to container megaships. From forest wildlings to global commodities.

The cargo has changed. The route has not and Mombasa Port – the crown jewel of Kenya Ports Authority continues to conquer and adapt every barb and bouquet that comes it way.

Reliability Over Distance:
Why Rwanda's Nyabihu Tea Chooses Port of Mombasa

As dawn breaks over Rwanda's western highlands, a misty calm settles on the Kigali-Nyabihu corridor. The landscape unfolds in measured, deliberate steps, culminating in Nyabihu Tea Plantation- the source of some of the world's finest tea, the home to the world's best tea- according to the 4th Africa Tea Convention and Exhibition held in Kampala in 2019.

Nyabihu tea is owned by the multi-award-winning Rwanda Mountain Tea (RMT) which also commands one of Rwanda's largest tea portfolios, comprising Nyabihu, Rubaya, Rutsiro, Gatare, Gisakura, Kitabi, Nshili Kivu and Mata. Perched nearly 2,600 metres above sea level, Nyabihu highlands force tea to grow slowly and deliberately, concentrating flavour in ways that flatter neither haste nor taste. What emerges here is not volume, but distinction - a quality that has taste buds in the United Kingdom, Pakistan, Sudan and Egypt waiting anxiously.

At the turn of the millennium, RMT made a deliberate logistics choice - routing its premium exports through the Port of Mombasa. Not because it is closer, but because in the deadline-driven tea business, reliability matters more than distance.

The route eastward to Mombasa stretches farther - roughly 1,520 kilometers via the Northern Corridor. While geography might suggest a shorter path via the coast, Nyabihu's leadership has learned that dependable timing far outweighs straight-line distance. Reliability is a living variable - shaped by vessel frequency, cargo dwell time, documentation turnaround and the predictability of the sea-freight corridor beyond the Port gate.

Speaking to Bandari Newsletter, Dr. Martin Luther Mawo, Director Marketing and Sales of RMT, said logistics decisions are driven by margins as much as markets. "But for us, distance alone is not the metric. What matters is how consistently we can meet shipping deadlines once the tea leaves the factory."

Premium tea exports operate on narrow tolerances, where delays ripple quickly through contracts and pricing. "For us, the margins of profit must never be compromised because of inefficiency in a sea-freight corridor. When reliability drops, value drops. That is not a risk we can afford with a product of this quality," he said.

Since then, RMT has routed its highest-grade exports through Mombasa, citing predictable vessel schedules and smoother end-to-end cargo handling.

For Nyabihu's plantation managers, the argument for Mombasa begins even earlier with fertiliser. The Nyabihu Tea Plantation operates on tightly defined agricultural seasons, where input timing determines output quality. Fertiliser application windows are narrow; miss them, and recovery is measured in years, not weeks.

According to Setuza Mateme Christophe, Director General at Nyabihu Tea Estate, the Port of Mombasa influences production long before tea reaches a container. "The efficiency of the Port is crucial for us. Most of our fertiliser is imported through Mombasa. The application season is fixed. If you miss that window, you are done for the year," he said.

Delays at origin or along the corridor can cascade into reduced yields and compromised quality risks premium tea producers cannot absorb. "This is why we look at the supply chain. Mombasa gives us predictability on both ends — fertiliser coming in, tea going out. It is a symbiotic relationship," Christophe added. Improved discharge timelines coordinated cargo evacuation and predictable transit schedules along the Northern Corridor have reduced uncertainty at the farm level. "When inputs arrive on time, we can plan with confidence," he added. "That confidence shows up in the leaf."

For the Kenya Ports Authority, this predictability is not incidental, it is policy. Rita Wahiti, KPA's Country Representative in Rwanda, observes customer satisfaction sits at the centre of the Authority's regional engagement strategy. For transit clients, the relationship is intentionally hands-on, Wahiti says. "We engage our customers directly, understand their cargo cycles and profit margins, and align port services to their operational realities."

Improved coordination between port operations, corridor agencies and customers has helped stabilize input supply chains- reinforcing Mombasa's role not just as an export gateway, but as a reliable entry point for critical agricultural inputs. "It is a two-way relationship," she adds. "When we support our customers upstream, they reward us downstream with trust and volume."

This is also echoed by the Rwanda Freight Forwarders Association (RWAFFA) Managing Director, David Rwigema. "Mombasa listens to us," he said. "Whenever a bottleneck arises in the Northern Corridor, the response is swift and collaborative. What we value most is that KPA doesn't wait for problems to escalate. They bring all stakeholders to the table to resolve issues before they affect cargo flow. He added that this proactive posture has become a defining feature of Mombasa's competitiveness in the region. "Efficiency in our business is measured in hours and days," he added.

Rwigema noted that this level of engagement has strengthened confidence among Rwandan customers, many of whom handle time-sensitive cargo. "The assurance that your goods will move as planned, without unexpected delays or last-minute changes, is incredibly valuable," he said. "That predictability is why the Northern Corridor continues to command strong loyalty among Rwandan shippers."

A Regional Strategy, Measured in Trust

According to the KPA Chief Executive Officer Capt. William Ruto, the relationship between RMT and Mombasa reflects a broader regional logic - one built on integration rather than proximity. "The Port of Mombasa is not simply Kenya's gateway; it is a regional trade artery. Our responsibility is to ensure that land-linked economies can access and excel global markets with certainty, efficiency and confidence," he said.

KPA's ongoing investments in capacity, equipment, digital systems and corridor coordination is aimed at protecting time-sensitive cargo, particularly agricultural exports.

"When a premium product consistently chooses Mombasa despite a longer distance, it tells us that reliability is being felt on the ground. That confidence is earned through performance,". He added that KPA's engagement with regional customers extends beyond port limits, into corridor institutions, policy harmonisation and customer-facing representation in transit countries. "This is how regional trade is sustained. By aligning infrastructure, institutions and customer needs, not by chasing volume at the expense of predictability," he added.

KPA Teams Hit Form Across Courts and Continents

The Kenya Ports Authority (KPA) is enjoying a strong run in domestic and regional sport, with its basketball and volleyball teams delivering impressive results and reinforcing the Authority's growing presence across multiple disciplines.

Women's Team Sets the Pace

KPA women's basketball team has emerged as one of the standout sides in the Kenya National Basketball League (KNBL), sitting comfortably at the top of the standings after winning eight of their opening 11 matches. With two fixtures remaining before the second leg, the team is firmly in control of its campaign.

Head coach Samuel Owele credits the squad's balance as a major factor behind their consistency, pointing to a blend of youth and experience that has given the team both energy and stability.

New additions have injected fresh quality into the side. Linah Adhiambo (Kaya Tiwi School), Mary Atieno (Strathmore University), and Miriam Muindi have strengthened the local core, while international recruits Veronika Keita (Benin), Aminata Samasekou (Mali), and Alima Doumbia (Côte d'Ivoire) have added pace and depth.

They are complemented by seasoned players including Natalie Mwangale, Selina Okumu, Yvonne Atieno, and Babra Diana, whose experience continues to anchor the team.

With momentum on their side, KPA are not only chasing the league title but also eyeing a return to continental competition. Last season's semifinal finish in Cairo, where they fell to Rwanda's APR, served as a reminder of their competitiveness beyond Kenya's borders.

Men's Side Keeps Pace at the Top

The KPA men's basketball team is also enjoying a strong campaign, currently sitting in the league's top three alongside Nairobi City Thunder and Umoja Basketball Club.

Under head coach Oyugi Robert Mugabe, the team has made an emphatic start, winning eight of their first nine matches. A FIBA Level 2 coach with extensive regional experience, Mugabe has assembled a well-drilled and competitive squad capable of challenging for honours.

Key to the team's success has been a mix of local talent and impactful signings. New arrivals Kesseng Jason, Cedric Tsangue (Cameroon), Brownlee Jake (USA), and Mareba Stanley (Sudan) have added strength across the lineup.

Pictured: From left Combo Guard Martin Buluma and Djelika Tounkara be critical as the season progresses, particularly with strong competition from established sides such as Nairobi City Thunder.

Volleyball Team Impresses on the Continental Stage

Beyond basketball, KPA's influence was also felt on the continental stage through its men's volleyball team.

Competing at the CAVB Men's Club Championship in Kigali, Rwanda, KPA finished sixth out of 24 teams, an impressive showing in a highly competitive field. Despite losing their final classification match to Cameroon's PAD, the team emerged as the top-performing Kenyan side, finishing ahead of both General Service Unit and Equity Bank.

Egypt's Al Ahly Volleyball Club went on to claim the title after defeating Rwanda Police in the final and secured qualification for the Club World Championship.

A Strong All-Round Showing

Across basketball and volleyball, KPA's performances reflect a well-structured and competitive sports programme. With both men's and women's teams delivering strong results locally and competitive outings internationally, the Authority continues to position itself as a force in Kenyan sport.

With the season still unfolding, KPA's teams remain firmly in contention, carrying both form and belief into the next phase of competition.

Bandari FC

Meanwhile the KPA sponsored premier league team Bandari FC finished third place in the 2026 Mozzart Bet Cup, after defeating KCB FC by 2-0 in the third-place playoff match at Kwale Stadium.

The Dockers dreams of clinching the title were cut short during the semifinal match at Nyayo Stadium in Nairobi where they lost to Kenya Police FC in post-match penalties. Tusker FC won the Mozzart Bet Cup following their emphatic 2-1 win against Kenya Police.

In the premier league Bandari FC finished at position 12 with 44 points having registered nine wins, 17 draws and four losses in the recently concluded competition where Gor Mahia clinched the trophy.

Pictured: Bandari FC Amza Moubarack tackles KCB opponent during a KPL match staged at the Moi International Sports Centre Kasarani.

For more Information contact the Corporate Communication Division on: -
KPA Headquarters, Kipevu Road, P. O. Box 95009-80104, Mombasa, Kenya.

Headquarters Pilot Line +254 - 41-2112999/3999 +254 - 709-092999/709-093999
+254 - 730-653999
ICD NAIROBI +254 - 20-6931000 +254 - 723-786759/60
KAMPALA LIAISON OFFICE +256 - 414-346221/2
KIGALI LIAISON OFFICE +250 - 735-401198

Email: ca@kpa.co.ke, customerfeedback@kpa.co.ke
Kampalaliaisonoffice@kpa.co.ke Kigaliliaisonoffice@kpa.co.ke