

KENYA PORTS AUTHORITY MAGAZINE **BANDARI**

July, 2025

Container Traffic Surpasses **2 Million TEUs** at the Port of Mombasa in Landmark Achievement





A Decade of Collaboration

- Actualized trading through the National Electronic Single Window System (NESWS)
 - Over 40 Partner Government Agencies linked to NESWS
 - Over 15,000 Registered Users in the NESWS
- Kenya Revenue Authority (KRA) launched the Integrated Customs Management System (iCMS)
- Construction of Phase I & 2 of Standard Gauge Railway (SGR) from Mombasa to Nairobi and Naivasha
- Increased capacity for the Port and inland channels
 - Completion of 2nd container terminal
 - SGR (Mombasa-Nairobi)
 - Pipeline (Mombasa-Nairobi) & storage tanks
 - Improved roads
- Launch of initiatives /schemes for quick cargo clearance (Authorized Economic Operators – AEOs and Pre-Arrival Clearance – PAC).
- Enhanced efficiency of the Port of Mombasa and the Inland Container Depot.
- 2.1 million TEUs total annual capacity at the Port of Mombasa.



Weighbridge



Road



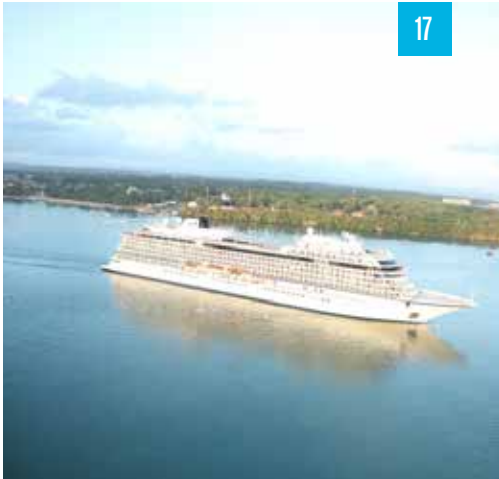
Rail



One Stop Boarder Post

Content

Editor's Note: Building Bonds to Foster Excellence at Kenya Ports Authority	01
Message from the Managing Director Looking to the Future with Renewed Optimism	02
KPA Leadership Convenes for a Strategic Retreat	03
KPA Enhances Marine Operations with KMB-9 Acquisition	04
Rehabilitation of Homabay Pier Signals a New Dawn for Maritime Transport	05
Cargo Boom at Kisumu Port Strengthens Port's Role as Regional Trade Hub	07
KPA Targets Double ISO Certification in Push for Safety and Sustainability	08
KPA Backs \$3.5 Billion Usahihi Project to boost Regional Connectivity	09
New Study Reveals Efficiency of the Mombasa Port and Northern Corridor Soars	10
Container Traffic Surpasses 2 Million TEUs at the Port of Mombasa in Landmark Achievement	13
Port of Lamu Rises as Ship Traffic Surges	12
Pictorial	15
Mombasa Wraps The 2024/2025 Cruise Season on a High	17
Nancy Ngina Mungai: from barefoot Tracks to the yards of KPA	19
KPA Mangrove Restoration Project Revives Coastal Ecosystems, Boosts Community Livelihoods	21
Green Port Policy 2024-2028 Sets Course for Eco-Friendly Maritime Growth	23
Sports	25



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Editor's Note: Building Bonds to Foster Excellence at Kenya Ports Authority

At the heart of every thriving organisation there underlies the basis of strong relationships, trust and a shared vision.

The recent team-building exercise undertaken by the Kenya Ports Authority Board and senior management truly exemplifies this fundamental principle.

It is a testament to our collective commitment to not only operational excellence but also to cultivating a cohesive, motivated workforce that is prepared to meet the challenges of a dynamic industry.

Engaging in a series of invigorating activities and outdoor adventures, our leaders demonstrated that effective teamwork extends beyond strategic plans and boardroom discussions. Such initiatives foster a culture of open communication, resilience, and camaraderie—qualities that are essential for navigating the complex and ever-evolving maritime and logistics sector. When leadership invests time in building strong bonds, it ripples throughout the entire organisation, inspiring staff at all levels to work collaboratively towards common goals.

It is equally important to note that the Board's retreat in the South Coast coincided with the resumption of the Authority's inter-departmental sports competitions, after a lull of more than five years. These games, which include football, basketball, volleyball, swimming among other sporting disciplines, provide a vibrant platform for staff to showcase their talents beyond their routine jobs. They serve as a reminder that teamwork and cooperation are not confined solely to the workplace but are also vividly expressed in the field.

The return of these inter-departmental games is more than just a recreational activity; it is a strategic initiative to foster inclusivity, boost morale, and promote healthy competition among staff. It gives our colleagues from different port facilities such as the Port of Lamu, Nairobi ICD, Naivasha ICD and Kisumu Port the opportunity to come to the headquarters. Such sporting events create opportunities for employees from different departments to interact, build friendships, and develop a sense of togetherness. When colleagues cheer on each other during a match, it breaks down silos, encourages mutual respect, and nurtures a culture of unity that transcends daily work procedures.

Moreover, these games serve as a crucial preparatory platform for the upcoming Kenya Communications Sports Organisation (KECOSO) Games which will be held in August 2025 in Embu County. Participating in regional and national sports competitions requires dedication, teamwork, and resilience—qualities that are cultivated through regular practice and friendly rivalry at the departmental level. By engaging in these activities, staff members not only enhance their physical well-being but also develop teamwork, which is one of our organisation's core values vital for operational coordination and excellent service delivery.

The synergy between leadership team-building exercises and the sporting events thus underscores a holistic approach to organisational development. While strategic planning and governance are critical, equally informal interactions and shared experiences that build trust

and solidarity among staff are crucial. These moments of unity create a resilient organisational culture, adaptable to change and capable of overcoming challenges with collective strength.

As we look ahead, it is imperative that we continue to create opportunities for our teams to come together, whether through formal leadership retreats, community outreach, or sporting competitions. These initiatives enliven spirits, foster innovation, and reinforce our collective commitment to excellence. They remind us that at KPA, everyone has a role to play in building a resilient, forward-looking organisation. The KPA Board Chairman Hon. Benjamin Tayari and Managing Director Capt. William Ruto have both committed to ensure that this will be undertaken recurrently.

In conclusion, the simultaneous focus on leadership team building and the revival of our inter-departmental games demonstrates the holistic strategy required to propel Kenya Ports Authority into a future of sustained growth and excellence. Let us nurture these partnerships and initiatives, knowing that together, we can achieve more. We have to continue to build bridges—both figuratively and literally—and strengthen the bonds that make Kenya Ports Authority a hub of innovation, efficiency, and national pride because at KPA, teamwork is not just a value; it is the foundation upon which our success is built. When leadership and staff unite in purpose and spirit, KPA's potential becomes boundless.

**Dave Jones Buchere, MPRSK,
Chairman Editorial Team**



As we cross the mid-year, I reflect with pride on the remarkable milestones we have achieved in the recent past marked by groundbreaking accomplishments and transformative progress. I wish from the bottom of my heart to extend my heartfelt appreciation to each and everyone for your unwavering dedication and teamwork which has been impactful to our organisation's success.

The remarkable performance we registered in the year 2024 is our motivation for excellent performance this year and the years ahead. Our momentous achievement of surpassing the 2 million TEUs mark for the first time for sure is not a mean feat. This extraordinary milestone underscores our collective effort and commitment to excellence. With a total traffic of 2.005 million TEUs against 1.623 million TEUs recorded in 2023, the port registered a growth of 24 percent.

Equally, cargo throughput reached an impressive 40.99 million metric tons, against 35.98 million metric tons in 2023 translating to a 14 percent increment. The positive performance reinforces our position as a regional leader in port operations and that is why we have set ourselves a target of 2.3 million TEUs this year.

Message from the Managing Director Looking to the Future with Renewed Optimism

Advancing Infrastructure and Modernisation

Our investments in port infrastructure and equipment modernisation have played a pivotal role in enhancing efficiency and productivity. Last year, we procured equipment, for the Ports of Mombasa and Lamu including three Ship-to-Shore Gantry Cranes, four Rubber-Tyred Gantry Cranes (RTGs), and injected freshness into the marine fleet to bolster operations. The modernisation drive continues, as we expect 10 additional RTGs, 20 Terminal Tractors and 20 skeletal trailers this year further elevating our cargo-handling capabilities.

Expanding Our Footprint

Beyond Mombasa, we are making strides in developing key facilities to strengthen Kenya's maritime sector. The Shimonzi Fish Port is nearing completion and will soon be operational, while the rehabilitation of Phase One of the Homabay Pier in Nyanza is now complete recording a significant milestone. These projects underscore our commitment to expanding and modernising port infrastructure across the country. We have also progressed the construction of berth 19B which will entail the extension of Berth 19 to lengthen the quay by 240 metres and create an additional container stacking yard with a capacity of 300,000 TEUs.

To enhance efficient and effective cargo offtake from the Port of Mombasa, we have embarked on a journey towards automation by upgrading the Authority's Terminal Operating System (TOS), acquisition of a Cargo Inventory Management System, and the Vessel Traffic Management Information System (VTMIS) which are all aligned towards streamlining planning, monitoring and control of port operations.

While we celebrate these achievements, we must also recognise the need to raise the bar even higher. The Authority has laid out an ambitious plan to stay the course, ensuring our ports remain competitive and efficient in serving the region's maritime, shipping, and logistics needs.

To sustain and surpass our current performance, we must continuously embrace innovation to optimise operations, enhance collaboration across our various teams and our stakeholders and focus on continuous improvement in service delivery.

Each one of us plays a vital role in this journey. Let us embrace the year with renewed energy, determination, and a shared vision to not only maintain this positive trajectory but also set new benchmarks. Together, we can achieve so much.

Thank you for your hard work, unwavering support, resilience, and commitment.

Capt. William K. Ruto, AFNI, MBS,
Managing Director

KPA Leadership Convenes for a Strategic Retreat

In a bid to strengthen leadership bonds and foster a culture of collaboration, the Kenya Ports Authority Board and senior management recently embarked on an invigorating team-building exercise.

Led by Board Chairman Hon. Benjamin Tayari and Managing Director Capt. William Ruto, the activity was part of a week-long strategic planning session dubbed "Blue Sky strategy meeting."

In his remarks during the opening of the meeting, KPA Board Chairman Hon. Benjamin Tayari emphasised the importance of the session, describing it as a vital platform for innovative thinking and strategic re-evaluation.

"This is a unique opportunity for the KPA Board and management to think boldly and creatively. We need to ask ourselves what we can do differently to position our facilities as key nodes in the global supply chain," he said. Managing Director Capt. William Ruto highlighted the significance of the Blue-Sky session as a collaborative space for management and the board to engage in visionary planning.

He underscored the importance of developing strategic initiatives to bolster the competitiveness of the Port of Lamu, Kisumu, and Shimoni Ports to position them as attractive and efficient facilities for maritime trade. The day kicked off with team building trainer

Mr. Vincent Odhiambo taking the members through a series of dynamic group activities designed to cultivate synergy and reinforce the importance of teamwork in achieving the Authority's ambitious strategic objectives. The activities challenged the participants to communicate effectively, trust one another and to work together towards achieving targets.

After a number of indoor sessions, the team ventured to outdoor activities that turned out to be an adventurous hike through the Shimba hills. The leaders braved the unexpected downpour, navigating slippery slopes to display resilience and camaraderie supporting each other through the rugged terrain.

The hike culminated in a refreshing visit to the Sheldrick waterfalls, where shared laughter and memorable moments underscored the importance of unity beyond the boardrooms. The team-building activity not only provided the much-needed break from routine duties but also reinforced the leadership's commitment to building a cohesive and motivated team capable of steering Kenya Ports Authority towards efficiency and excellent service delivery.

Pictured: Chairman Hon. Benjamin Tayari and the MD Capt. William Ruto (centre) together with Board Directors.



KPA Triumphs at 2025 Nakuru National Agricultural Show



At the centre of Kenya's agricultural showcase, held from July 2 to July 6, 2025 at the Nakuru National ASK Showground, Kenya Ports Authority stood out not just as a participant but as a beacon of national progress and innovation. Scooping 11 awards, seven of which were first-position wins, KPA's presence sent a strong message about its purpose and capability. The Authority's performance at the event highlighted its commitment to achieve excellence, innovation, and a positive community impact.

Presided over by the Cabinet Secretary for Agriculture and Livestock Development, Hon. Mutahi Kagwe, the awards ceremony recognised KPA as the most outstanding exhibitor in alignment with the year's theme: "Promoting Smart Climate Agriculture and Trade Initiatives for Sustainable Economic Growth." KPA's accolades spanned a wide range of categories, including Best Large Trade Stand (Commercial and Industrial), Best Stand Demonstrating Environmental Quality Standards, and Best Organisation in Community Projects and Services. The Authority also topped in the following categories, the blue economy, ICT systems, youth empowerment, and innovation showcasing its growing influence in national development.

Additionally, the Authority secured second place in three categories, including Best Stand Displaying Viable Transport Services, Best Stand Promoting National Cohesion and Integration, and Best Local Stand in

International Trade Strategies. In the Best Non-Agricultural Statutory Board category, KPA took third position, rounding off a remarkable performance.

More interesting to note is the surge of crowds that the stand pulled with its striking visuals and engaging mix of technology, sustainability, and innovation. From the blue economy to advanced ICT systems, it offered a compelling vision for the future of trade and logistics in East Africa.

Over 10,000 showgoers visited the stand, many discovering for the first time KPA's involvement in youth empowerment, environmental stewardship, and community development endeavours that are not traditionally associated with port operations, yet where KPA is making a significant, powerful impact.

The showground offered spaces to a total of 150 exhibitors, with 35 being first timers, showcasing a growing interest in this yearly event. The Authority's engagement with the stakeholders in the exhibition event, demonstrated its commitment to supporting the value chain in transport and export logistics. An approach that aligns with Kenya's Vision 2030 and the African Continental Free Trade Area (AfCFTA) goals, both of which require smooth connectivity between local producers and global market

Pictured: Cabinet Secretary for Agriculture and Livestock Development, Hon. Mutahi Kagwe, presents a trophy to KPA Acting Manager, Corporate Communication, Mr. Jones Buchere, in recognition of KPA's outstanding performance at the Nakuru National ASK Show.

Rehabilitation of Homabay Pier

Signals a New Dawn for Maritime Transport

The rehabilitation of Homa Bay Pier in Nyanza region has reached a major milestone, with phase one now complete. The newly constructed jetty designed to accommodate fishing vessels, recreational boats, and cargo ships marks a significant leap in enhancing maritime transport and unlocking the Blue Economy potential of Lake Victoria.

A Gateway to Trade and Tourism

Phase Two of the project is already underway, featuring a modern terminal building, a cargo warehouse, an administration block, an amphitheatre, and upgraded road networks.

These developments align with the Kenyan government's broader strategy to revitalise small and feeder ports across the Lake Victoria region, boosting trade, tourism, and regional connectivity within the East African Community (EAC).

During a recent inspection tour, in the run up to Madaraka day celebrations held in Homabay county in Nyanza region, His Excellency President William Ruto emphasised the pier's transformative role in integrating the region's transport system.

"The Sh500 million Homa Bay Pier will be a catalyst for the Blue Economy, creating jobs and expanding trade opportunities that have long been underutilised in this region," President Ruto stated. "For years, movement across Lake Victoria has been constrained, but this facility will enhance safety and efficiency in passenger and cargo transport."

Strengthening Maritime Transport and Regional Trade

To support operations at the pier, the Kenya Ports Authority is constructing a new ferry set to ply Lake Victoria, improving passenger and cargo movement. The government and KPA are also working to operationalise other small ports in Nyanza, including Sio Port, Muhuru Bay, Kendu Bay, Sori Karungu, and Mbita.

These upgrades aim to maximise Lake Victoria's economic potential by linking Kenya's maritime transport network with neighbouring ports of Jinja and Port Bell in Uganda, as well as Bukoba and Mwanza in Tanzania. The 2019



revitalisation of Kisumu Port; the largest inland waterway port has already demonstrated the positive impact of such investments, spurring trade and economic activity in the region. KPA Managing Director Captain William Ruto reiterates the Authority's commitment to improving and modernising small ports in the Lake Victoria region.

The MD said the Authority aims to tap into the potential of lake transportation, which could provide a significant boost to various commercial sectors, including fishing and cruise tourism. This development he adds has the potential to ease congestion on roads through the expansion of inland water transport.

"Once these piers are finished, they will offer a safe and dependable way to transport both goods and passengers via ferries and water buses throughout Nyanza and the Western areas, as well as to neighbouring countries" he said.

Boosting the Blue Economy Ecosystem

Beyond port infrastructure, the government is developing complementary facilities such as fish markets and cold storage units to support local fishermen and traders. These initiatives are expected to drive growth in fisheries, aquaculture, and logistics key pillars of the Blue Economy.

With Phase Two of the Homa Bay Pier project progressing, Nyanza is poised to become a vibrant maritime hub, fostering safer, faster, and more efficient transport for goods and people. As the next phases including Sio Port and Muhuru Bay take shape, Kenya moves closer to fully harnessing Lake Victoria's vast economic potential, positioning the region as a key player in East Africa's Blue Economy.

Picture 1: Aerial view of the Homabay Pier.

Picture 2 & 3: KPA Managing Director Capt. William Ruto briefs H.E President William Ruto and former Prime Minister Hon. Raila Odinga on progress of the Homabay Pier project



Cargo Boom at Kisumu Port Strengthens Port's Role as Regional Trade Hub

The Port of Kisumu has witnessed an impressive increase in ship traffic and cargo volumes, marking a significant shift in the regional trade. In 2024, the port handled 280,381 tons of cargo, a significant improvement from the 116, 578 tons recorded in 2023. So far this year, the port has processed 109,839 tons, with 67 vessel calls at the port, highlighting its growing importance. The port is fast becoming a key transit hub for cargo moving across Lake Victoria. Exports which account for 58% makes the lead, followed by ceramic tiles at 23%, construction materials and steel billets at 13%, and bagged fertilisers making up 6% of goods through the Port of Kisumu. The goods are regularly shipped to important destinations like Jinja and Port Bell in Uganda, as well as Mwanza in Tanzania.

The number of vessels visiting the port has risen to seven, including Orion III, Uhuru II, MT Elgon, MT Kabaka Mutebi III, MV Munanka,

“ In 2024, the port handled 280,381 tons of cargo, a significant improvement from the 116, 578 tons recorded in 2023. So far this year, the port has processed 109,839 tons, with 67 vessel calls at the port, highlighting its growing importance. ”

Mango Tree, and MV Noris. Notably, MV Orion II handles large cargo loads, including tiles, during its bi-weekly stops.

This impressive growth is attributed to revitalisation and modernisation efforts, including upgrades of berths and railway links, all aimed at boosting operational efficiency. The Kisumu/Nairobi MGR line also plays a crucial role in streamlining cargo movement.

The trade frameworks established by the East African Community (EAC) and the government's commitment to developing blue economy have further enhanced the port's status. Future and ongoing infrastructure projects, such as new berths, storage facilities, and a passenger terminal, along with investments in modern cargo handling equipment, are set to increase Kisumu Port's capacity for future growth.

The revitalisation of the Port of Kisumu plays a crucial role in linking Kenya to the broader East African market, providing a cheaper and more efficient option than road transport. The infrastructure development, including the ferry landing piers in Homabay and Muhuru Bay in Migori counties, further highlights the port's integral role in facilitating trade across the region.

Pictured: MV Uhuru II, a cargo vessel, docks at the Port of Kisumu.

KPA Targets Double ISO Certification in Push for Safety and Sustainability



The Authority is making great progress towards attaining dual ISO certifications, in environmental management and occupational health and safety, demonstrating its dedication to upholding international standards

This year, KPA has successfully conducted internal audits for ISO 14001:2015 (Environmental Management System) and ISO 45001:2018 (Occupational Health & Safety Management System). Pursuing these audit cements KPAs commitment to the health and safety of both its employees and stakeholders at the same time reflecting the Authority's proactive approach to aligning its operations with global best practices.

Speaking at the closing meeting of the EMS-OHSMS Internal Audit conducted in the month of May,

General Manager Finance and Commercial Services Geoffrey Kavate, representing Managing Director Capt. William Ruto emphasised the strategic importance of the audits.

"Completing the audit process successfully will not only affirm the Authority's adherence to top practices in environmental management and occupational health and safety but also establish a new standard for port operations," he stated.

The intensive audit was expanded to cover 18 divisions across KPA's Mombasa headquarters, including the Port of Lamu, and Inland Container Depots (ICDs) in Nairobi and Naivasha. GM Kavate while commenting on the findings highlighted areas for improvement and urged respective divisions to implement corrective actions

promptly, reinforcing the Authority's culture of continuous improvement. Mr Kavate also acknowledged Trademark Africa (TMA), for their collaboration spirit and invaluable support, noting that audits are not merely compliance checks but vital tools for enhancing operational excellence.

The closing meeting was attended by several General Managers, Heads of Divisions, and ISO divisional representatives (DMRs).

Pictured: Senior electrical engineer Mariam Njau focuses on the work at hand.

KPA Backs \$3.5 Billion Usahihi Project to Boost Regional Connectivity

The Kenya Ports Authority (KPA) has supported the planned construction of the 440-kilometer Usahihi Nairobi-Mombasa Expressway, a mega-infrastructure project expected to revolutionise freight transport and solidify Kenya's position as East Africa's logistics hub.

With an estimated cost of \$3.5 billion, the expressway which is expected to be complete in three to four years promises to drastically cut transit times, enhance port efficiency, and spur economic growth across the region.

A Game-Changer for Regional Trade

The expressway, a purpose-built, high-capacity corridor, is designed to streamline freight movement between Mombasa, East Africa's busiest port, and Nairobi, Kenya's commercial nerve center. Currently, the Northern Transport Corridor, the lifeline of Kenya's economy handles the bulk of cargo but remains plagued by congestion, high fuel costs, and unpredictable delays, often stretching the 10–12-hour journey into a logistical nightmare for transporters.

Once completed, the new expressway is expected to slash travel time between the two cities to just 4–5 hours, thanks to dedicated freight lanes, advanced traffic management systems, and seamless connectivity. "This road represents the future of logistics in Kenya," said Ambassador Kyle McCarter, Chairman of



Everstrong Capital Kenya Ltd, the lead sponsor of the Usahihi Consortium. "It will unlock new economic opportunities and help businesses grow by ensuring faster, more reliable transport across the region."

Economic and Operational Benefits

Beyond reducing transit times, the expressway is projected to enhance operational efficiency by cutting truck turnaround time and lowering fuel consumption by an estimated 30%. These savings are expected to translate into reduced transport costs, benefiting importers, exporters, and consumers alike.

Capt. William Ruto, Managing Director of KPA, hailed the project as a timely intervention that will bolster regional trade. "The Authority is excited to see the completion of this mega-infrastructure project, which is going to be a game-changer for the country," he said during a meeting with the delegation from Ever strong Capital.

Addressing Long-Standing Challenges

For years, logistics firms have grappled with inefficiencies along the Mombasa-Nairobi route, including safety concerns and unpredictable delays due to traffic snarl-ups. The new expressway aims to address these pain points by providing a modern, high-speed alternative that prioritises freight movement.

Industry players are optimistic that the project will not only improve cargo flow but also attract more business through the Port of Mombasa, reinforcing Kenya's strategic position in the East African trade network.

As construction plans advance, stakeholders are watching closely, anticipating a new era of efficiency and economic transformation driven by this critical infrastructure development.

Pictured: Captain William Ruto engages with the Everstrong Capital Kenya Chairman Mr. Kyle McCarter.

New Study Reveals Efficiency of the Mombasa Port and Northern Corridor has Soared

A decade after the signing of the Mombasa Port and Northern Corridor Community Charter (MPNCCC), a new study reveals significant gains in operational efficiency, cargo throughput, and trade facilitation along the port and transport corridor.

The findings, presented to stakeholders of the MPNCCC, highlighted a dramatic transformation at the Port of Mombasa, with cargo volumes doubling from 24.875 million metric tons in 2014 to 40.99 million metric tons in 2024. Container traffic also surged, hitting 2 million TEUs last year, up from just 1 million TEUs in 2014.

The improvements are attributed to enhanced stakeholder collaboration, automation, and infrastructure upgrades. Notably, the integration of trade facilitation systems such as the National Single Window platform has streamlined cargo clearance, with 37 Partner Government Agencies (PGAs) now onboarded, up from 25 in 2019.

Infrastructure upgrades and capacity expansion projects by Kenya Ports Authority targeting the port of Mombasa and other facilities within the corridor have also played a key role in ensuring faster and efficient cargo clearance processes.

Further, enhanced intermodal transport systems connecting sea road, and rail have seen an improvement

in transit times and seamlessness in cargo movement from Mombasa to the hinterlands. The introduction of the standard Gauge Railway linked to the Inland Container Depot Nairobi and Naivasha has particularly been a gamechanger providing options for importers and transit market customers.

Mr. Agayo Ogambi, Chair of the MPNCCC and CEO of the Shippers Council of East Africa, hailed the progress, crediting the public-private partnership model established under the Charter.

“Since its inception, the Charter has fostered unprecedented cooperation between government and industry players, allowing us to address port challenges with a unified voice,” he said.

The Northern Transport Corridor, a vital trade route linking Mombasa to landlocked East African nations has also seen reduced transit and cargo dwell times, though challenges remain in maintaining cost competitiveness, non-tariff barriers and delays.

The Chair of the MPNCCC acknowledged the support from the national government notably Ministries of Roads and Transport, East African Community, and Mining Blue Economy and Maritime Affairs, as well as development partners like Trademark Africa, for their sustained technical and financial backing.





Despite the gains, Ogambi emphasised the need for continuous improvement to keep the Port of Mombasa and the Northern transport Corridor competitive. With the findings of the study, stakeholders will now engage to review the key performance indicators and set new targets for the renewal of the Charter for another term.

The MPNCCC, signed in 2014, remains a cornerstone of regional trade efficiency, bringing together government

agencies, private sector players, and development partners to ensure seamless cargo movement. With the study's recommendations set to shape future policy, the focus now shifts to sustaining momentum and tackling emerging logistical bottlenecks.

Pictured: MPNCCC Chair Mr. Agayo Ogambi speaks to the Media during a recent tour of the northern corridor.





Port of Lamu Rises as Ship Traffic Surges

The Port of Lamu has witnessed a remarkable growth in ship traffic, positioning itself as a key hub for shipping in the region. Since the start of operations in 2021 as part of the Lamu Port–South Sudan–Ethiopia Transport (LAPSSET) Corridor project, the port has gained considerable traction, emerging as an alternative to the Port of Mombasa and an important link in both regional and global trade.

The port, which primarily focuses on the LAPSSET corridor, connects Kenya to landlocked nations including Ethiopia and South Sudan. The port's strategic position aligns perfectly with the LAPSSET Corridor's goal of enhancing regional integration and spurring economic growth.

Advantaged by its deep-water berths and complemented by modern cargo handling facilities, the Port of Lamu can easily accommodate large vessels. Phase one of the project is designed to handle up to 1.2 million twenty-foot equivalent units, making it especially attractive to international shipping lines seeking quicker turnaround times and greater efficiency.

This year alone, the Lamu Port has processed 34 vessels, exceeding the total number of 20 vessel calls that

visited the port last year. Since 2021, the port has so far welcomed 106 ship calls, with a remarkable rise in vessel traffic expected in 2025. This increase indicates that global shipping lines are beginning to recognize the port's reliability and strategic potential.

Cargo throughput has also seen impressive growth. In 2024, Lamu processed 74,380 metric tons of cargo -almost double the 37,576 metric tons in 2023. This impressive trend underscores Lamu's emergence as a formidable player in East Africa's shipping logistics landscape.

The recent arrival of large vessels, including the MV Zhong Gu Ri Zhao and the MV Devon in mid this year, has marked a turning point for the port. In early May, the MV Zhong Gu Ri Zhao arrived from Nhava Sheva Port in India, carrying 415 TEUs of cargo destined for Dar es Salaam, highlighting the growing recognition of Lamu's capabilities. Similarly, the MV Devon, operated by SeaLead shipping line, has made recent trips to Lamu, unloading 602 empty containers and loading 338 full ones.

The two vessels will be handling transshipment cargo every two weeks between the ports of Lamu and Dar es Salaam. MV Zhong Gu Ri Zhao has already made two port calls,

while MV Devon has made three visits.

These developments highlight the port's growing attractiveness to international shipping lines. The increased frequency of vessel calls suggests strong operational efficiency and growing trust in Lamu as a transshipment hub.


With the ongoing road network infrastructure nearing completion, it will greatly improve cargo movement efficiency. The port's ability to sustain growth despite these challenges speaks volumes about its resilience and strategic significance.

The growth of Lamu Port represents a significant change in the region's dynamics. As a crucial part of the LAPSSET Corridor - Africa's most ambitious infrastructure initiative - the port plays an essential role in unifying the economies of East Africa. The Corridor includes highways, railways, oil pipelines, airports, and resort cities, all aimed at elevating northern Kenya and boosting regional trade.

Pictured: MV Devon, a container vessel docks at the Port of Lamu on her maiden voyage.



**Container Traffic Surpasses
2 Million TEUs**
at the Port of Mombasa in
Landmark Achievement



The Port of Mombasa recorded a cargo boom in the year 2024, posting remarkable growth in the total cargo throughput and container traffic handled during the period.

The Authority registered a total of 41.1 million tons of cargo, a significant rise from the 36.0 million tons handled in the corresponding period in 2023. This translated to an impressive growth of a whopping 5.1 million tons, or 14.1 percent increase.

Container traffic surpassed the 2 million TEUs mark for the first time last year, an incredible achievement coming a decade after the historic one million TEU mark posted in 2014. During this period, Mombasa handled 2.005 million TEUs translating to an increase of 381,996 TEUs, or 23.5 percent in comparison to the 1.62 million TEUs recorded in 2023.

Imports increased by 7.2 percent to 768,088 TEUs, up from 716,493 TEUs in 2023, while exports rose by 6.6 percent to 731,934 TEUs up from 686,526 TEUs in 2023. Transit cargo volumes scaled by 17.4 percent, to reach 13.4 million tons in 2024, highlighting the Port's crucial role in regional trade.

Uganda remained the top transit destination for the Port of Mombasa, accounting for 65.7 percent of the transit cargo with 8.81 million metric tons handled in 2024 up from 7.11 million metric tons handled in 2023. This represented a growth of 1.69 million metric tons. Other notable transit destinations include South Sudan (12.7 percent), the Democratic Republic of Congo (11.8 percent), Rwanda (5.1 percent), and Tanzania (3.4 percent).

Additionally, there was exceptional growth in transshipment traffic, which recorded 491,666 TEUs in 2024, reflecting an extraordinary increase of 280,593 TEUs equivalent to a 132.9 percent rise in comparison to 2023.

With this impressive performance, Managing Director Captain William Ruto acknowledged the hard work and

dedication of the staff, as well as the enhanced operational efficiency and infrastructure upgrades that have vastly contributed to the good performance.

On infrastructure Capt Ruto singled out initiatives like equipment acquisition and modernization that has seen the Port of Mombasa receive various equipment that has drastically enhanced cargo handling.

“We are committed to enhancing our services and facilities to accommodate the growing global trade demand and to support the region's economic development. Our ongoing investments in infrastructure development ensure that the Port of Mombasa continues its upward trajectory as East Africa's leading trade gateway.” the MD stated.

Equally the Managing Director extended his gratitude to all the industry players and stakeholders for their continued support and efforts towards efficient service delivery and sustainability. He also appreciated the Mombasa Port and Northern Corridor Community Charter (MPNCCC) for the multi-stakeholder collaboration that has contributed to the improved efficiency of the port, as well as KPA's parent Ministry of Roads and Transport for support and guidance. Captain Ruto registered optimism on the Port's future as more capacity expansion and development projects continue to be implemented.

According to the Managing Director, the Port of Mombasa remains a critical hub for East Africa regional trade, and the improved performance underscores its strategic importance in trade facilitation and connectivity throughout the region.

As regional economies expand, the port's ability to handle increasing cargo volumes will be crucial in driving economic integration, reducing logistics costs, and boosting competitiveness.

With strategic investments and sustained collaboration, the Port of Mombasa is not just breaking records it is shaping the future of trade in Africa.



H.E. President William Ruto presents a commemorative gift to the captain of MS Norwegian Dawn during the ship's arrival at the Port of Mombasa in February 2025.



Manager Administration, Catherine Wangari, joins KPA staff in marking International Women's Day at the KPAs headquarters.



H.E. President William Ruto and CEO of the African Export-Import Bank (Afreximbank) Prof Benedict Oramah at the port of Mombasa during the signing of the Dongo Kundu Special Economic Zone lease agreement between the KPA and Afreximbank.



KPA Chairman Hon. Benjamin Tayari presents a commemorative plaque to Lamu Shipping Ltd chairman Mohammed Jaffer during MV Amu Jameel maiden voyage to Mombasa.



International Maritime Organization Secretary General Arsenio Dominguez (in a Yellow tie) with KPA Managers during a courtesy visit to the Port of Mombasa.



General Manager corporate services Mr. Edward Kamau interacts with CEO KENTRADE Mr. David Ngarama during a KPA stakeholder meeting in Mombasa.



Kenya Ports Authority Managing Director Captain William Ruto (in blue cape) when he hosted at the port, part of the over 150 Chief Executive Officers of various State Corporations on a retreat in Mombasa recently.



Cabinet Secretary for Roads and Transport, Mr. Davis Chirchir (C), and MD Capt. William Ruto (L) welcome King Willem-Alexander of the Netherlands to Naivasha's Inland Container Depot (ICD)



Acting Corporate Communication Manager Mr. Jones Buchere, (R) with division staff at the 2025 Annual Journalism Excellence Awards (AJEA) Summit hosted by the Media Council of Kenya in Nairobi.



Kenya Ports Authority staff participate in Labour Day celebrations held in Mombasa.

Mombasa Wraps The 2024/2025 Cruise Season on a High



The 2024/2025 cruise season marked a significant milestone for Kenya's tourism sector, with the Kenya Ports Authority recording an impressive seven vessel calls across the Ports of Mombasa and Lamu. This season not only underscored Kenya's growing appeal as a premier cruise destination but also highlighted the strategic investments in infrastructure and marketing that have revitalised the country's maritime tourism sector.

A Strong Start with Returning Vessels

The season kicked off in September 2024 with the arrival of MS SH Diana at the Port of Lamu, carrying 256 passengers from Zanzibar. This marked the vessel's second visit to Lamu, a testament to the archipelago's enduring allure, blending pristine beaches with rich Swahili heritage. The return of familiar cruise liners signals growing confidence in Kenya's cruise offerings, reinforcing its position on the global maritime tourism map.

MS Europa and MV World Odyssey docked at the Port of Mombasa shortly after on the same morning. MS Europa, making its first Kenyan call since 2015, was welcomed with vibrant celebrations, symbolizing the rekindling of international cruise interest in the region. Meanwhile, MV World Odyssey, famously known as the "Semester at Sea", continued its tradition of bringing students from diverse nationalities to experience Kenya's culture a unique niche that enhances educational tourism.

The Landmark Return of MV Norwegian Dawn

The season's highlight was undoubtedly the return of MV Norwegian Dawn, one of the largest cruise ships to ever dock at the Port of Mombasa. Measuring 294 meters in length with a draft of 8.3 meters, the luxury liner brought over 2,000 tourists, predominantly from the United States. The vessel's arrival was graced by His Excellency President William Ruto, alongside senior government officials, underscoring the strategic importance of cruise tourism to Kenya's economy.

Economic Impact and Growing Passenger Numbers

"Speaking during the reception ceremony, President Ruto announced plans to revise visa and Electronic Travel Authorisation (ETA) requirements for passengers arriving at the Port of Mombasa. He emphasised that the revision aimed at making clearance process for visitors and tourists at the Port paperless and seamless."

Cumulatively, Kenya hosted over 7,000 passengers during the season, injecting substantial revenue into the local economy. Tourists explored key attractions, including national parks, heritage sites, and coastal resorts, further boosting hospitality and transport sectors.

The surge in cruise tourism can be attributed to enhanced port infrastructure, particularly the modern cruise terminal in Mombasa, which has improved docking efficiency and passenger experience. Additionally, Lamu's growing prominence as a niche cruise destination highlights Kenya's diversified maritime appeal.

Strategic Marketing and Global Engagement

Kenya's cruise tourism growth aligns with the Kenya Cruise Development and Marketing Strategy, a collaborative effort between KPA and Magical Kenya, targeting five million tourists annually by 2027. Cruise tourism has been identified as a high-potential segment, with Kenya increasingly featured in global cruise itineraries.

To further solidify its position, KPA participated in the 2025 Seatrade Cruise Global Conference in Miami, a premier industry event bringing together key stakeholders to discuss trends, innovations, and sustainability in cruise tourism. The KPA delegation, led by Managing Director Captain William Ruto, engaged with global maritime leaders, including representatives from the Port of Miami and KwaZulu-Natal Tourism, to explore partnerships and share best practices in port management.

Positioning Kenya as Africa's Cruise Hub

The 2024/2025 season's success underscores Kenya's potential to become a leading cruise tourism hub in Africa. With continued infrastructure development, strategic marketing, and international collaborations, Kenya is well-positioned to attract even more luxury liners in the coming years.

As global cruise tourism rebounds post-pandemic, Kenya's unique blend of wildlife, culture, and coastal beauty offers a compelling proposition for travellers. The sustained growth in vessel calls and passenger numbers signals a bright future for the country's maritime tourism sector, one that promises economic benefits and reinforces Kenya's status as a must-visit destination on the global cruise circuit.

Pictured: President William Ruto greets excited passengers of Cruise Ship MV Norwegian Dawn at the Port of Mombasa.





Nancy Ngina Mungai: from Barefoot Tracks to the Yards of KPA

At 60, Nancy Ngina Mungai clocked a personal best of 13.10 seconds in the 100 meters sprint, recorded on November 23rd, 2024, at the Kenya University Athletics Masters Trial. Just recently in May 2025, she ran 30.07 seconds in the 200 meters at the Masters Championships in Albania.

A trailblazer throughout her life, Ngina was born in 1965, in the rugged hills of Naivasha. By age four, she was already outrunning boys in her village—barefoot, her spirit tougher than the terrain.

At Muricho Primary School, where she sat for her CPE in 1983, Ngina's speed stood out as much as her discipline. At just 12, she joined the Nyandarua District athletics team, competing barefoot in the 400m and 800m races. Her personal bests—55.5 seconds in the 400m and 2:06 in the 800m—were considered elite even by today's standards. Coaches and competitors alike were awed by the girl who trained with nothing but willpower and grit.

In 1984, she left Nyahururu for Nyeri, drawn to the promise of something greater. That promise came in the form of the Kenya Defence Forces (KDF) Women's Service Corps. Lieutenant Colonel Esther Njombo, then in charge of the Corps, spotted Ngina at a district meet and recruited her on the spot. She was sent to Lanet Training College for military discipline and elite sports training.

Ngina's journey quickly became one of excellence. She represented Kenya in the East and Central Africa Army Games, winning medals and respect. Her dedication earned her a promotion to Moi Air Base, where she balanced athletic glory with growing leadership roles. But by 1996, winds of change swept through the barracks. KDF phased out the Women's Service Corps, and female officers were reassigned. Until then, the military had no provision for motherhood, and pregnancy often meant termination from service.

Ngina had dreamed of becoming a paratrooper—she had even been shortlisted for training. But her mother's heartfelt question—"Will you live your life without a family?"—stayed with her. She knew she had to choose.

“I had run barefoot through life. I wasn’t about to stop running because the terrain changed,” she recalls. She opted to leave the military. In 1991, she applied to Kenya Post and Telecommunication Corporation, but before they could respond, Kenya Ports Authority (KPA) came calling. Turning down such a national institution was unthinkable.

At KPA, she joined the Security Department, where her military background, discipline, and strategic mind quickly earned her admiration. Whether coordinating port entry protocols, mentoring junior staff, or patrolling the perimeter with the alertness of a soldier and calm of a mother, Ngina became a pillar of the Port’s security ecosystem.

Nora Nyonga, Senior Security Assistant, remembers her as “a good-hearted person with a motherly touch in her approach to work.”

On June 5th, 2025, Nancy Ngina Mungai officially retired from KPA, closing a chapter that spanned barefoot racing, military service, and national infrastructure protection. Her farewell was quiet, just as she had lived—marked by dignity, diligence, and determination.

“She wasn’t just a security officer. She was a mentor, a symbol, and a hard worker,” said Douglas Nyamosi, Assistant Employee Relations Officer.

Ngina offered her parting words with characteristic humility:

“Retirement is not the end—it’s the handing over of a torch I carried with honour.”

She was eventually blessed with two sons—Erick Kioko, 33, and Felix Kioko, 28—who have been the fuel behind her continued participation in Masters athletics. Yes, she is still running.

Back in her youth, she would rise before dawn to light a charcoal jiko in near-freezing temperatures. Her mother, Anne Wanjiku, saw her child’s gift and prayed for her relentlessly. Ngina’s fire was more than ambition—it was destiny.

Her story is marked not by noise but by discipline, purpose, and endurance. Even Fridah Mwaka Chibule, Senior Security Officer, says Ngina stood out for being “firm, fair, and friendly”—qualities rare in today’s world.

“I didn’t go to high school,” Ngina reflects. “But life schooled me differently.”

In a world obsessed with loud success, Nancy Ngina Mungai represents a quieter triumph—earned through sweat, silence, and steadfastness. Her story is not just about running fast.

It’s about never stopping.



KPA Mangrove Restoration Project Revives Coastal Ecosystems, Boosts Community Livelihoods

In Kenya's southern coast, a quiet revolution is taking root one mangrove seedling at a time. Kenya Ports Authority, in collaboration with the local communities, is leading a transformative environmental initiative to restore degraded coastal ecosystems, enhance the livelihoods and build back the climate change resilience.

This project fits well with the presidential directive to plant 15 billion trees, a clarion national call to combat deforestation and climate change in the country. The directive has, however, been taken seriously, but it's in Shimoni that the residents have taken it on a deeply personal meaning, for the residents of Pongwe-Kidimu, a coastal community that has long grappled with the devastating effects of mangrove loss.

Mangroves are more than ordinary trees with overwhelming benefits; they are lifelines, salt-tolerant trees that provide natural buffers against coastal erosion, breeding nurseries for fish, and natural carbon sinks that mitigate climate change. Their destruction has left communities vulnerable to dangers including flooding, food insecurity, and economic hardship. For Hamisi Mwamchanga Riziki, a father of four and the chairperson of the Shimoni Community Forest Association (CFA), the stakes couldn't be higher. "When the long rains come, we face floods because we lack the tree cover needed to manage water flow; this has affected countless fishing families. I've personally suffered because of the cutting down of mangroves, drought, hunger, and the loss of our way of life," Hamisi explains.

The Pongwe-Kidimu CFA, with 825 members organised into 23

sub-groups, has taken up the mantle of restoring 500 acres of degraded mangrove forest. Their efforts have transformed Shimoni into a vibrant conservation hub, with river Mwena and Ramisi flowing into the Indian Ocean through newly restored mangrove corridors.

What makes the initiative apart is its community-led approach. Unlike many top-down conservation efforts, the Pongwe-Kidimu project is rooted in local ownership and traditional knowledge. The community has embraced two key reforestation methods: farmer-managed natural regeneration (FMNR), which nurtures naturally occurring seedlings, and strategic planting of nursery-grown mangrove species such as *Rhizophora mucronata*, *Ceriops tagal*, and the rare *Avicennia marina*.

Despite scepticism from some researchers about FMNR's effectiveness in heavily degraded areas, the results in Shimoni have been remarkable. "The natural regrowth of indigenous trees occurs rapidly and has been essential for our success; two years after we began, green vegetation had returned, and the effects of deforestation had diminished," Hamisi notes.

Kenya Ports Authority recognised this success and joined forces with the community in 2023, providing seedlings, training, and logistical support. Since then, the Majoreni reforestation program has realised over 10,000 mangrove trees planted with an impressive 80% survival rate, surpassing the national average of 50% for similar projects.

In nearby Mwanzaro, another 2,000 seedlings were planted in December 2023, further enlarging the green footprint.

KPA's active involvement has fast-tracked progress and attracted attention from government agencies, NGOs, and even local banks, which are now offering financial backing. The Kwale County Government has enacted supportive legislation, including a tree-growing bill and a climate change bill, creating a policy environment conducive to long-term success.

However, the journey hasn't been without challenges. Convincing families to vacate encroached forest land required delicate negotiation and trust-building. "It wasn't easy asking people to leave after they had lived there for nearly twenty years," Hamisi recalls. It required a lot of effort for them to understand our perspective. Once the land was secured in 2018, the community commenced planting trees along the coastline and gradually expanded inland. They even donated land to establish the first community nursery, a symbol of their commitment. Today, CFA members maintain



nurseries on their farms, pooling resources to purchase seeds and nurture seedlings before transplanting them into the forest.

The impact of the KPA initiative is tangible. Flooding has decreased, fish populations are rebounding, and families are reclaiming their land. Sixteen sub-groups focus on mangrove conservation, while others have diversified into seaweed farming and beekeeping, new income streams that enhance resilience.

Twice a year, during the long rainy seasons, the community organises mass planting events, drawing participation from all age groups. “The community is deeply invested in this initiative to protect the forest against threats because we understand its value.” Hamisi says.

This grassroots movement is not just about trees; it’s about people. It’s about restoring dignity, securing livelihoods, and building a sustainable future. The Kenya Ports Authority’s support has been instrumental, but the heart of the project lies in the community’s unwavering commitments.

As Kenya marches toward its 15-billion-tree goal, the Pongwe-Kidimu mangrove restoration project stands as a beacon of hope and a model for inclusive conservation. It proves that when communities lead and institutions like the Kenya Ports Authority support, environmental restoration becomes not just possible but a reality.

Pictured: - KPA staff and the local community take part in mangrove planting exercise



Green Port Policy 2024-2028 Sets Course for Eco-Friendly Maritime Growth



In an era where climate change and environmental degradation pose significant threats to global economies, the Kenya Ports Authority has taken a bold step toward sustainable port management with the launch of the revised Green Port Policy (GPP) 2024-2028.

The policy, a strategic framework for eco-conscious port operations, aligns Kenya's maritime sector with international climate commitments, ensuring economic growth does not come at the expense of environmental health.

A Strategic Shift Toward Sustainability

The GPP is designed to integrate Environmental, Social, and Corporate Governance (ESG) principles into KPA's operations, reinforcing Kenya's dedication to the United Nations Sustainable Development Goals (SDGs). Specifically, the policy which KPA is implementing in collaboration with TradeMark Africa, targets transition to renewable energy sources,

modernisation of port infrastructure with green technology, cutting carbon emissions through innovative solutions and the protection of marine and coastal ecosystems.

By adopting transparency, accountability, and multi-stakeholder collaboration, KPA aims to position itself as a leader in sustainable port operations across Africa.

With Kenya already deriving 75% of its energy from renewable sources including hydro, geothermal, wind, and solar, KPA is leveraging this advantage. The Port of Mombasa now generates over 750 kWh of solar energy, reducing dependence on unreliable grid power and slashing operational costs. This shift not only supports affordable and clean energy but also enhances energy security for critical port operations.

Pictured: Managing Director Capt. William Ruto receives a copy of the revised GPP from TradeMark Kenya Country Director Ms Lilian Ndegwa.

Another impactful initiative under the GPP is the introduction of shore power (cold ironing) for docked vessels. This technology allows ships to plug into onshore electricity, drastically reducing emissions from idling engines. Currently KPA has commenced the implementation of the project targeting the Authority's marine crafts.

Additionally, KPA has deployed 18 hybrid Rubber-Tyred Gantry (RTG) cranes, which cut fuel consumption by up to 40% compared to conventional models. These measures are crucial for improving air quality in port cities, where pollution from maritime activities has long been a concern.

The Authority is also transitioning its fleet to electric and hybrid models, with the introduction of electric forklifts and further plans to convert Terminal Tractor Trucks (TTTs) to electric power. Future expansions will see more port vehicles adopting e-mobility, further shrinking the sector's carbon footprint.

Marine pollution has been a critical challenge for coastal ecosystems and to this end the GPP introduces enhanced waste management systems to prevent plastic and chemical discharges into the ocean, to protect marine life and curb pollution. Additionally, KPA is implementing strict oil spill containment protocols to safeguard marine biodiversity.

Equally with port expansions often threatening fragile ecosystems, KPA's GPP will ensure that development does not come at nature's expense.

Through collaboration with environmental agencies, the local communities and the national government, the authority is implementing coastal and marine conservation programs. These include mangrove restoration projects and measures to mitigate the impact of port activities on nearby wildlife habitats. To this effect KPA has planted over 100,000 mangroves in various locations within the coastal strip.

Captain William Ruto, KPA's Managing Director, emphasizes the policy's broader vision of addressing emerging environmental degradation affecting the working environment, and an important step towards ensuring a sustainable future for the port operations.

"Our goal is to prove that ports can be engines of growth without harming the planet. The Green Port Policy ensures that as we expand, we do so responsibly protecting our oceans, our communities, and our future."

KPA's Green Port Policy is more than an environmental directive it's a blueprint for sustainable industrialization. By merging economic resilience with ecological stewardship, the authority is setting a precedent for other African ports to follow.



Bandari FC's 2025 Season: A Tale of Resilience and Promise

Bandari FC concluded the 2024–2025 Kenya Premier League season in 8th place with 44 points, recording 10 wins, 14 draws, and 10 losses. While Police FC clinched the Premier League title with 65 points, knocking Gor Mahia off the top, Bandari's season was defined by growth and promise beyond the pitch.

Under CEO Tony Kibwana and with unwavering support from Managing Director Capt. William Ruto, the dockers have stabilised and redefined their identity. "We've faced setbacks but learnt valuable lessons. Our focus on youth and teamwork is already producing fruit," said Kibwana.

A standout achievement this season was the club's youth development programme, now considered the finest in the country. Bandari promoted more academy players to the senior team than any other club in the league. Among them, midfielder Izzadin Ramadhan captained Kenya's U-20 team and earned a senior Harambee Stars call-up, while versatile forward William Gitama also shone at the U-20 Africa Cup of Nations, catching the eyes of Italian clubs Atalanta and Sassuolo.

Eight Bandari players represented Kenya at various national levels this season, with five being called to the senior team side. Goalkeeper Brian Omondi and defender Andrew Juma stood out among those who made their mark. The club Vice Chairman Twaha Mbarak promises fans that Bandari FC is committed to building a legacy. "Our youth system is a pipeline of excellence," stated Twaha.



The club's youth academy has broadened its scouting and training programmes across the Coast region, focusing on nurturing talent from grassroots levels. Assistant Coach John Baraza praised the young players' seamless integration into the senior team, describing them as the future of Bandari and Kenyan football. Off the pitch, KPA's investment in Mbaraki Sports Club has transformed it into a top-tier facility, further supporting youth and senior development.

The women's team also made headlines in their debut season, dominating the Women's National Super League and reaching the Kenya Women's Premier League playoffs. Under Coach Janet Amunga, the team has quickly captured fans' hearts, drawing record crowds. As Bandari sets its sights on the 2025/2026 season, there's a buzz of optimism in the air. With a flourishing youth system, an emerging women's team, and strong leadership at the helm, the Dockers are poised to reclaim their status among Kenya's top football teams.

Picture 2: Bandari FC players erupting in joy after scoring a goal, their faces lit up with triumph.





KPA Men and Women Basketball Teams Play in Rwanda

Kenya Ports Authority's (KPA) men's and women's basketball teams had a successful showing at the just-concluded 2025 Genocide Memorial Tournament (GMT) held in Kigali, Rwanda.

The invitational tournament by Rwanda Basketball Federation (FERWABA) was a critical part of both teams' preparations for upcoming regional competitions. The tournament created an opportunity for the players and coaching staff to focus on areas of improvement and build resilience in readiness for upcoming competitions.

The annual tournament was held from 23rd to 27th April 2025 in remembrance of the victims of the 1994 Genocide. This brought together top basketball clubs from the region in the spirit of unity, resilience, and sportsmanship.

KPA women basketball team was pooled in Group B alongside their fierce rivals, Rwanda's Armée Patriotique Rwanda (APR), and KEPRER Women basketball teams. Group A had Rwanda Energy Group (REG), the East African University Rwanda Basket Club (EAUR W BBC), and Uganda's JKL Lady Dolphins. A total of six teams competed in the women's tournament.

The KPA women's team claimed third place with a resounding 72–58 victory over Rwanda's Armée Patriotique Rwandaise (APR) in the Semifinals played at Petit Stadia on 27th April 2025. The dockers boasted of a combination of seasoned players and emerging talents thus emerging

victorious after winning the first quarter 19–12. They extended their advantage to 38–17 at halftime and stayed ahead 56–40 after the third quarter before sealing the win.

KPA women maintained an average lead of 14 points throughout the game, collecting 28 rebounds, 48 points from assists, and recording 19 turnovers. Grace Irebu and Alima Doumbia dominated the tournament, bagging the highest points in the entire competition.

The KPA men's basketball team faced Rwanda Energy (REG), Armée Patriotique Rwandaise (APR) and Tanzanian's powerhouse Dar City in pool B and were narrowly defeated by Tanzania's Dar City 68-65.

APR BBC won tournament defeating United Generation Basketball UGB 94-92 in an epic final clash on, April 27. Rwanda Energy Group (REG) won the GMT trophy in women's category after beating JKL Dolphins 65-61 in the final.

KPA Women's team Chairman, Mr. John Nyamosi, expressed his satisfaction with the team's outstanding performance pointing out that the tournament is vital for the club as they prepare for upcoming regional and national competitions.

In 2023, the Kenya Ports Authority claimed the FIBA Africa Women's Basketball League title after a decisive victory over Rwanda Energy Group, winning in the finals held at Lycee Gymnasium in Kigali, Rwanda.

Pictured: Dockers' Yvonne Okello tackles an opponent during the genocide memorial tournament staged in Kigali



KPA Ranked 11th in African Volleyball Club Championship

Kenya Ports Authority Men's volleyball team was ranked 11th in the 46th edition of the African Volleyball Club Championship in Misurata, Libya. KPA came after Kenya's General Service Unit (GSU) on position 10 while Kenya Prisons were placed in position 18 out of 23 continent's top clubs, all vying for the coveted title.

Swehly Sports Club of Libya clinched the championship title after thrashing neighbouring Esperance Sportive de Tunis 3-2 in the finals staged at the Misurata international sports hall. The 14-day annual tournament was organised by the African Volleyball Confederation (CAVB).



Earlier the Kenyan representatives in the championship finalised the fixtures in style beating Port Autonome De Doula Volleyball (PAD) of Cameroon 3-1 in the final ranking match at Ittihad hall. KPA team stayed at TAJ hotel in the city located in the Northwestern Libya.

Misurata is found in the Misrata District, about 187 km to the East of Tripoli on the Mediterranean coast near Cape Misrata. The population is about 881,000, and this is the third-largest city in Libya, after Tripoli and Benghazi.

The KPA team played in Group "D" alongside Laetitia Volleyball Club (LTV) of Cameroon, Armée Patriotique Rwandaise (APR) of Rwanda, Espérance de Tunis (EPT) of Tunisia, Volleyball Club Espoir (VCE) of DR Congo and the hosts National Communication Services Club (NCS) of Libya.

Others were pool "A" which comprised of Cameroon Sports Volleyball (CSV), Swehly Sports Club (SSC) of Libya, Volleyball Club Espoir (VCE) of DR Congo, Widad Athletic Tlemcen (WAT) of Algeria, El-Wak Wings (EWW) of Ghana.

Pool "B" had Nemo Stars (NEM) of Uganda, General Service Unit (GSU) of Kenya, VC Goma Revolution (VGR) of DR Congo, Club Arzew Sportif (CAS) of Algeria, Fath Union Sport (FUS) of Morocco and Al Ahly (AHL) of Egypt.

Pool C brought together Wolaita Dicha Sports Club (WDS) of Ethiopia, Oranges Club Sportif d'Amities (OCA) of Mauritius, Kepler Volleyball Club (KEP) of Rwanda, Ittihad Tripoli (ITT) of Libya, Prisons Kenya (PRI) and PAD Volleyball Club (PAD) of Cameroon.

In the playoff 9-16 matches KPA floored Ridrigues Oranges Club Sportif d'Amities (OCA) of Mauritius 3-0 sets only to lose 3-2 to their Kenyan brothers General Service Unit (GSU) in the 9-12 playoffs. However, the Dockers redeemed themselves when they beat Congolese Volley Club Emmanuel (EMM) 3-0 during their encounter at Ittihad hall.



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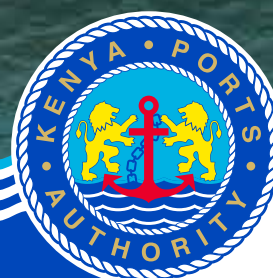
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