



MARITIME ORGANISATION FOR EASTERN SOUTHERN & NORTHERN AFRICA-MOESNA

*Theme: Optimising Port Management and Logistic
Efficiency for Sustainable Throughput Growth”.*

*Topic: Importance of Stakeholders’ engagement in Port
Management*





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WHAT IS MOESNA?

MOESNA refers to the Maritime Organisation for Eastern, Southern, and Northern Africa

It is a regional Intergovernmental body mandated with the Promotion, Protection, and Coordination of the Shipping and Maritime Interests of the States in the ESNA Region



Formerly known as the Intergovernmental Standing Committee on Shipping (ISCOS).



BRIEF HISTORY OF MOESNA

Established as ISCOS by Kenya, Tanzania, Uganda & Zambia to address unregulated freight rates and promote regional shipping cooperation.

The Governing Protocol was amended to modernize operations and broaden institutional scope.

At the 6th ISCOS Ministers' Meeting, founding Member States resolved to expand membership to countries in the ESNA region—primarily linked by the Indian Ocean and adjoining water bodies.

The 3rd Meeting of Ministers (Nairobi, Kenya) witnessed the Rebranding of ISCOS to MOESNA – Maritime Organisation for Eastern, Southern and Northern Africa – reflecting an expanded scope and regional inclusivity

1974

2010–2018

2022

1967

2006

2019

2024

Permanent Secretariat was established in Mombasa, Kenya to anchor the organization's operations..

Signing of the African Maritime Transport Charter (2010) boosted continental focus on maritime issues.
Shared challenges in international trade sparked wider interest in ISCOS activities.

The 1st Regional Ministerial Meeting (Entebbe, Uganda), Ministers acknowledged the shared maritime challenges, need for collaboration, and welcomed broader membership.



MEMBER STATES PROGRESSION

The Founding Member States:

- 1) The Republic of Kenya
- 2) The United Republic of Tanzania
- 3) The Republic of Uganda
- 4) The Republic of Zambia

Additional Member States since 2022

1. The Democratic Republic of Congo
2. The Federal Democratic Republic of Ethiopia
3. The Republic of Burundi
4. The Republic of Botswana
5. The Republic of Malawi
6. The Republic of Mozambique

N/B: Several other Regional States are at different levels of formalizing their membership to the Organisation.



MANDATE

MOESNA is mandated with the promotion, protection, and coordination of the shipping and maritime interests of the States in the Eastern, Southern, and Northern Africa (ESNA) region.

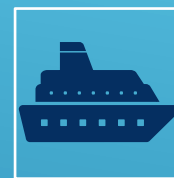
MOESNA's mandate is implemented through the following key pillars:



FACILITATION OF MARITIME
TRADE



CAPACITY BUILDING AND
MARITIME TRAINING



MARITIME SAFETY,
SECURITY, AND MARINE
ENVIRONMENTAL
PROTECTION



RESEARCH, STUDIES, AND
ADVOCACY



PARTNERSHIP AND
COLLABORATION FOR
INDUSTRY GROWTH



Why Stakeholders are important in Port Optimization

- Inclusive decision-making builds **shared ownership**, aligns port operators, government, carriers, freight forwarders, exporters, customs, and communities.
- Strengthens **coordination across modal interfaces**: rail, road, dry ports, and inland logistics.
- Supports **rapid issue identification and resolution** through collective feedback loops.
- Unlocks **investment, innovation, and trust** via partnerships (public-private, investor-operator, technology vendors).

THE IMPORTANCE OF STAKEHOLDER INVOLVEMENT IN PORT MANAGEMENT



- ▶ **Improve operational efficiency:** Siloed operations create inefficiencies and congestion.
- ▶ **Enhance sustainability resilience:** Social and environmental targets require joint stakeholder commitment.
- ▶ **Mobilize investments & PPPs:** shared legitimacy promotes private sector participation.
- ▶ **Boost regional integration:** alignment with logistics corridors across borders.
- ▶ **Enhancing Competitiveness:** Collaborative ports attract more traffic through efficient, predictable services.
- ▶ **Enable growth targets:** joint frameworks help ports scale throughput while managing risks.
- ▶ **Throughput growth** is not just about infrastructure but coordination.

Why Regional Ports Should Adopt Stakeholder Engagement



- ▶ **Regional Stakeholder Platforms:** Promoting the formation of Port and Corridor Stakeholder Committees in the ESNA Region.
- ▶ **Capacity Building & Knowledge Sharing:** Through joint workshops, MOUs, studies, and advisories on Uptake of Local Marine Cargo Insurance, Port Performance Indicators, etc.
- ▶ **Maritime Governance Policy Dialogues:** Supporting Member States to institutionalize public-private dialogue in port reforms.
- ▶ **Piloting Integrated Port-Corridor Approaches** in line with AU's 2050 Africa's Integrated Maritime Strategy (AIMS) and AfCFTA objectives.
- ▶ **Advocate environmental & social accountability:** We encourage ports and logistics authorities to adopt Green Port initiatives and integrate environmental objectives into stakeholder platforms, aligning with regional efforts like the WIO green-ports initiative.

MOESNA's Role In Advancing Stakeholder-centric Port Development



- **Port of Mombasa, Kenya:** The Mombasa Port and Northern Corridor Community Charter, established in 2014, brought together various stakeholders (Government and private) as signatories.
- The charter has seen significant contribution from various stakeholders through implementation of their assigned KPIs.
- **The cargo dwell** time has significantly reduced from 11 days in 2014 to the current 3-4 days. **Increased cargo throughput** and vessel turnaround times due to coordinated planning and performance monitoring. Enhanced Corridor Performance-weighbridge reforms, OSBPS, Digital Transformation of Trade Facilitation, eg, **the Single Window System** for online cargo documentation
- **Other good examples include: Port of Durban, South Africa:** Port Community System (PCS); **Port of Tema, Ghana;** Port of Dar es Salaam, Tanzania.

**Examples of some of the African Ports
Practicing Stakeholder Engagement in Port
Management**



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THANK YOU