

3rd Annual WOMEN IN MARITIME CONFERENCE 2015

30th ~ 31st JULY 2015

MONKEY VALLEY RESORT
NOORDHOEK 1 CAPE TOWN

NAVIGATING THE MARITIME THROUGH CHANGES IN OPERATIONS

OVERVIEW

Change initiatives are time consuming and costly, significantly impacting an industry's drive toward success. Since the reality is that change is unavoidable, industries need to resolve how to successfully adapt and sustain change. All change in industries is delivered through activities, and successful industries lead change by managing their activities effectively. To successfully implement maritime change, the industry need women managers with the skills to drive and navigate change, while ensuring that those changes are strategically aligned to business goals. The success or failure of a change initiative is not just about initiating, planning, monitoring, executing and evaluating the activity that will drive the change. It also involves preparing the maritime sector for transformation, ensuring stakeholder buy-in, and engaging executive sponsors to champion and support the change before, during and after its implementation.

International maritime transport, like other economic sectors, faces a dual challenge in respect of change in operations. Given the vital importance of international maritime transport for global trade, meeting the change challenge is imperative. With 80% of the volume of world trade carried by sea, international shipping and ports provide crucial linkages in global supply-chains and are essential for the ability of all countries, including those that are landlocked, to access global markets. Efficient ports and terminals are vital to global trade and it is crucial these links in the supply chain deliver constantly improving performance. To remain competitive, attract and retain users and increase profits, female port and terminal managers must be able to identify which processes need improved performance across the operation. No improvement can take place without valid, accurate data showing planners where the industry is now, where inefficiencies and blockages exist and what steps can be taken to move the enterprise forward. By comparing actual outcomes with targets, female port and terminal operators and users can identify performance strengths and weaknesses, allowing process improvements to be introduced in a timely, logical and efficient manner.

In view of the above this conference will discuss women involvement in the business base underlying port operations, intense global competition and international logistics chain including ports.

FEATURED SPEAKERS



Tau Morwe
Former Chief Executive Officer
Transnet National Ports Authority

Nancy Karigithu
Director-General and Chief Executive
Kenya Maritime Authority



Brenda Home Ferreira
CEO
Southern Africa Shippers Transport and Logistics Council
(SASTALC)

Aruna Bunwaree Ramsaha
Deputy Director-General
Mauritius Ports Authority (MPA).



Ipupa Kasheeta
Manager Bulk & Break-bulk Terminal
Namibia Ports Authority

Judith Nompumelelo Nzimande
General Manager Human Resources
Richards Bay Coal Terminal



Taryn Lange
Director
Bidfreight Port Operations



Sinelemba Hlengwa
Director
Youth Chamber of Shipping in Africa

Praline Ross
Project Manager
Trade & Investment KwaZulu-Natal



Gary Mocke
Director Ports and Marine Terminals
Hatch Goba

Asha Thakor
Chief Logistics Manager
Transnet Port Terminals



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OBJECTIVES

- To focus on the planning, organising and use of resources to ensure the highest service levels for port users.
- To explore potential liabilities faced by various participants in shipping.
- To learn how port cooperation – through port alliances, cooperative agreements and/or joint marketing – may be used as a strategy.
- To improve and facilitate intra-Africa maritime trade.
- To understand the maritime regulations and policies.
- To evaluate the efficiency of container ports and terminals
- To match competences with the needs for female skills in the maritime industry.
- To understand how sustainable development of coastlines, coastal cities and ports can provide the impetus for a balanced economic development

TARGET AUDIENCE

- Women in Maritime
- Women in Shipping
- Women in Port
- Women in Maritime Insurance
- Women in Maritime Law.
- Women in Clearing and Forwarding agency.

KEYNOTE ADDRESS:

Tau Morwe

Former Chief Executive Officer
Transnet National Ports Authority

Brenda Home Ferreira

CEO
Southern Africa Shippers Transport
and Logistics Council (SASTALC)

INTERNATIONAL SPEAKERS:

Nancy Karigithu

Director-General and Chief Executive
Kenya Maritime Authority

Aruna Bunwaree Ramsaha

Deputy Director General
Mauritius Ports Authority

Ipupa Kasheeta

Manager Bulk & Break-bulk Terminal
Namibia Ports Authority

HIGHLIGHTS

1. Competencies Maritime Industry Females trailing behind
2. Port Cooperation and Partnership
3. Outreach initiatives
4. Empowering Women to act as “Agents of Change” in a male dominated society-An Aquaculture perspective
5. Industry collaboration cross local, regional, continental and global platforms and supply chains
6. Container and Non-Container Port Issues
7. Innovating for change in port operational infrastructure

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LEADING CASE STUDIES, TECHNIQUES AND PRACTICALS FROM THESE EXPERTS:



Tau Morwe

Former Chief Executive Officer
Transnet National Ports Authority

Tau Morwe has had extensive experience serving Transnet Limited, the custodian of South Africa's freight and logistics sector. His appointment as Chief Executive of Transnet National Ports Authority (TNPA), had followed tenures as Acting Chief Executive of Transnet Freight Rail, long time Chief Executive of Transnet Port Terminals, Acting Chief Executive Apron Services (PTY) LTD, and General Manager Operations. His keen interest in supply chain management and logistics, management information systems, manufacturing and operations and business turnaround strategies have seen him hold senior positions within companies such as Planters Lifesavers, Shell South Africa and Nampak Management Services. He has served as a board member on several entities including KwaZulu Natal Trade and Investment, the Durban Chamber of Commerce, Commercial Cold Storage (PTY) LTD, Agriport Partnership (with Viamax (PTY) LTD, Durban Africa (eThekweni Municipality's Tourism Authority), Durban Events Corporation, Transnet Heritage Foundation Board of Trustees, and recently the Port Management Association of Eastern and Southern Africa. His proudest achievements were the turnaround of Apron Services (PTY) LTD and the divisionalisation of PORTNET into Transnet National Ports Authority and Transnet Port Terminals. A BA Economics graduate from Howard University in the USA, Mr Morwe also holds qualifications from the National University of Singapore and the Chartered Institute of Logistics and Transport in Singapore.



Nancy Kangithu

Director-General and Chief Executive
Kenya Maritime Authority

Nancy is a maritime law expert with vast experience spanning 30 years marked with exemplary leadership in the fields of maritime administration and commercial shipping in both government and the private sector. As the Director-General of Kenya Maritime Authority, she is in charge of its day-to-day management and operations and also responsible for implementing the Government's maritime policy. Since her appointment, she has represented Kenya in all meetings of the Assembly and the Council of International Maritime Organization (IMO) and other international fora. During this time, Kenya's profile in international shipping has risen tremendously and the country has claimed its position as a key and dominant maritime player in the East Africa and West Indian Ocean region. She is the current Chairperson of IMO's Technical Cooperation Committee, one of only five committees through which the Organization performs its functions, having first been elected in 2011 and re-elected in 2013. She was also appointed in 2010 as a member of the Board of Governors of the World Maritime University, in Malmo, Sweden. Her steering of Kenya's maritime regulation and the shipping industry at large, together with my contributions to the development maritime administration in Africa have seen exponential growth in the industry over the years. She was involved in the setting up and launch of the Association for Women in the Maritime Sector in Eastern & Southern Africa (WOMESA) where she was elected as the Chairperson. WOMESA is the first regional body to champion and encourage the participation of women at senior management level in the maritime sector and brings together women maritime professionals in Eastern and Southern Africa. Her efforts have earned her admiration, respect and recognition amongst my national and global peers, and also amongst her countrymen. For these efforts, she was bestowed national honour in 2007, by Kenya's former President, Mwai Kibaki, the Moran of the Order of the Burning Spear. She has managed to carve a niche for herself in a male-dominated industry and has been a trail-blazer for fellow women and she continues to support the involvement of young women on the maritime industry.



Brenda Horne Ferreira

CEO
Southern Africa Shippers Transport and
Logistics Council (SASTALC)

Brenda Horne, a real visionary, the newly appointed CEO of the Southern Africa Shippers Transport and Logistics Council, was up till June 2011, the Founder and Chief Executive Officer of the Maputo Corridor Logistics Initiative (MCLI) incorporated on 17 March 2004 as a membership organisation (not for profit), with 170+ members from Mozambique, Swaziland and South Africa and has become known across the African Continent as well as amongst worldwide donor agencies as the driving force to bring private and public sector together in finding workable solutions to ensure the NEPAD Flagship Maputo Development Corridor succeeds in its ultimate objective namely to improve the lives of the people of the region, through private sector investment and cooperation. Brenda has been awarded the prestigious Lowveld Chamber of Business and Tourism (LCBT) Business Personality of the year for 2005 and again for 2008 in recognition of her exceptional contribution made over and above her business or professional interests. Brenda has been a member of the SA Shipper's Council since 2001 and served on the board as well as the executive committee over the years. She was also appointed by the minister of Transport to serve as a director of the Cross Border Road Transport Agency from 2007 to 2011. She is a regular and well sought after public speaker at regional transport forums, seminars and conferences.



Aruna Bunwaree Ramsaha

Deputy Director-General
Mauritius Ports Authority (MPA).

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LEADING CASE STUDIES, TECHNIQUES AND PRACTICALS FROM THESE EXPERTS:

Aruna Bunwaree Ramsaha is currently the Deputy Director-General of the Mauritius Ports Authority (MPA). She is a fellow of the Association of Chartered and Certified Accountants (FCCA) and also holds a Masters in Business Administration (MBA).

Aruna is a founder member of the Association for Women in the Maritime Sector in Eastern and Southern Africa (WOMESA). She joined the MPA as the first female professional staff and gradually climbed the ladders within the organisation to become the first female Manager following which she was promoted as Deputy Director General in 2008.

Reckoning several years of experience working in the Port, she has been extensively involved in various port development projects including the setting up of the Mauritius Container Terminal (MCT) and the proposed privatisation of container handling operations of the Port. During her career, she has been involved in issues relating to port industrial relationships, port tariffication, procurement of port assets, port investment financing and concessioning of port assets. She is actually working on the Green Port project for Port Louis Harbour.



Ipupa Kasheeta

Manager Bulk & Break-bulk Terminal
Namibia Ports Authority

Ipupa is one of the few female leaders in the Namibian Maritime Industry. She is currently the Bulk & Break-bulk Terminal manager at the Namibian Ports Authority (Namport) in Walvis Bay; an appointment which makes her the first ever female terminal manager at Namport and the only woman manager in Port Operations. Managing a workforce that is slightly above 150, her key role is to ensure the highest levels of terminal operational efficiency, safety and productivity and safety which is measured in terms of quick vessel turnaround time, ship working hours and moves per hour. Prior to joining Port Operations Ipupa gained over 13 years combined experience in the field of Human Resources specialising in Training, Organisational Development and Change Management with the Namibian Ports Authority (Namport), Roads Authority and the Bank of Namibia. Ipupa holds a Masters in Business Leadership (University of South Africa), Bachelor of Business Administration: Human Resource Management (University of Namibia) and is currently pursuing a Masters in Logistics and Supply Chain with the Namibia Centre of Logistics (Polytechnic of Namibia). She further underwent training in Senior Port management in France (IMO), Ireland (UNCTAD), Israel (Galilee College).



Judith Nompumelelo Nzimande

General Manager Human Resources
Richards Bay Coal Terminal

Judith is seasoned HR Expert with extensive knowledge and experience. Among many of her qualifications, Judith has a B Com Honours degree in Human Resource Management with the University of Kwa Zulu Natal, where she later obtained her Masters in Commerce degree. She is currently studying toward a PhD in Philosophy. She did receive certificates of merit for the following: International Human Resources and Assessing Competencies. Based on academic results Judith was nominated to be a member of the Golden Key. Among her academic successes, she counts being part of the UKZN team that represented South Africa in the American-African-European summer school in Germany focusing on inter cultural and organizational communication. She joined Richards Bay Coal Terminal Proprietary Limited in June 2010 where she leads the Human Resources Department and Corporate Affairs Department. When she joined RBCT, she founded the HR Networking Forum to allow corporate to meet, collaborate, network and share best practices that are implemented and proven successful, as well as allowing small businesses to learn. Judith makes history as she is the first female to occupy this authoritative position as the President of the Zululand Chamber of Commerce and Industry since its establishment on the 8th October 1926.



Tanyyn Lange

Director
Bidfreight Port Operations



Amy Harpur

Senior Associate
International Transport, Trade & Energy Department
Shepstone & Wylie Attorneys

Amy is a Senior Associate at Shepstone & Wylie Attorneys, based in Shepstone & Wylie's Durban office, where she works in the International Trade, Transport and Energy Department. Amy's work includes advising clients on all aspects of international trade and transport law, drafting agreements and litigation. Amy holds a B. Soc Sci, LLB (cum laude) from the University of KwaZulu-Natal.

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LEADING CASE STUDIES, TECHNIQUES AND PRACTICALS FROM THESE EXPERTS:



Sinethemba Hlengwa
Director
Youth Chamber of Shipping in Africa

Sinethemba Hlengwa is a co-founding director of Youth Chamber of Shipping in Africa. Currently working as a Graduate Marine Underwriter at Munich Re (Johannesburg). She arrived back in South Africa late November 2014. After a year abroad as a student in Sweden's internationally renowned World Maritime University she obtained her MSc in Shipping Management and Logistics. As a seasoned scholar she is currently enrolled for Post Qualifying Exams with ICS. Also qualified with a Bachelor of Social Sciences (Human Resource and Industrial Psychology) and a Post Graduate Diploma in Management. Before heading overseas she worked as a part-time lecturer at DUT covering various topics in the shore based maritime studies. She is passionate about the industry and committed to making a difference and leaving my footprint within the maritime sector, making changes and improvements to enhance our country in this key economic area. Giving back and supporting local communities is important to her. Upon her return last year she presented a YCSA paper at the Women in Maritime conference.



Praline Ross
Project Manager
Trade & Investment KwaZulu-Natal

Praline obtained her MBA in 2011. This has assisted her to be more entrepreneurial, as well as strategic. She participated in Government's first "Operation Phakisa" programme for the Maritime sector, where she was selected by the Office of the President, to be a "Deputy Lab Leader". As a result, she presented on Aquaculture to President Jacob Zuma and his Ministers on the 19 July 2014 at the launch of Operation Phakisa-Government's plan of action to unlock economic potential of SA's oceans. She is facilitating various Aquaculture projects in KZN. She has travelled extensively, both locally and internationally and is passionate about promoting KZN as a Maritime investment destination, where Aquaculture is a huge focus for her. She is also passionate about promoting the development of Women and Youth. As Aquaculture is highly labour-intensive, it is the perfect sector to empower women to become "Aquapreneurs".



Gary Mocke
Director: Ports and Marine Terminals
Hatch Goba

Dr Gary Mocke is a registered professional Civil Engineer with a Masters degree in Coastal and Ocean Engineering from the USA and a PhD in Fluid Mechanics from Toulouse, France. In recognition of his global standing he has recently been elected as a Diplomate of the Academy of Coastal, Port & Navigation Engineers (ACOPNE) of the American Society of Civil Engineers (ASCE). Gary manages the Hatch Goba Ports and Marine Terminals sector covering Africa, Europe & Middle East (AME) out of Cape Town, South Africa. He has been involved in numerous site evaluation & engineering design investigations for coastal and port facilities in Europe, Asia and Africa. This has included master planning inputs as well as managing the coastal engineering design and marine site investigations for the US\$8 billion New Doha Port in Qatar. He also managed independent review engineering services on Walvis Bay port expansion.

In addition to his extensive practical engineering and project management experience he has an in depth scientific knowledge and publishing record regarding coastal processes and the latest marine technologies. His experience in the field spans 27 years, with project involvement in more than 20 countries internationally.



Asha Thakor
Chief Logistics Manager
Transnet Port Terminals

Asha C Thakor is the Chief Logistics Manager at Transnet Port Terminals, an Operating Division of Transnet, one of the largest State Owned Companies that is responsible for reliable freight movement in South Africa. From her humble beginning as a typist approximately 22 years ago. She now manages the Planning/Logistics portfolio for Agri-Bulk, Maydon Wharf and Point Multi-Purpose Terminal. She has over 14 years of experience in the Shipping Industry. Asha has seized all opportunities afforded to her by Transnet to further her studies whilst working. She has achieved her BA Degree with distinction in psychology from UNISA. Other qualifications under her belt include Program in Business Leadership (PBL) with UNISA, Advanced Project Management, Port and Terminal Operations (Grain), Certified ISPS Office (Cum Laude) and Lean Six Sigma (Cum Laude) just to name a few. Asha has always shown a keen interest in growing her operational knowledge and was also chosen by Transnet to be part of the Women in Operations Program where she was mentored for leadership. She also has operational work experience at 2 Terminals in Europe. Further to the above, Asha as a Project Leader, was instrumental for the successful Implementation of NAVIS at Maydon Wharf. Asha considers working for Transnet an opportunity to make a positive impact on the economy of South Africa.

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Day 1

08:15 – 08:45

Registration

08:45 – 09:00

Opening Remarks by Chairperson

Brenda Horne Ferreira

CEO

Southern Africa Shippers Transport and Logistics Council

(SASTALC)

09:00 – 10:00

Ipupa Kasheeta

Manager Bulk & Break-bulk Terminal

Namibia Ports Authority

COMPETENCIES - MARITIME INDUSTRY FEMALES TRAILING BEHIND

Studies shows that shipping has a 5000 year documented history, and during the past two centuries sea transport has acquired special place through its central role in the globalization of the world economy where about 90% of the volume of world trade is now carried by sea. The growth in world trade and a combination of factors have transformed the maritime industry over the years. Despite all these changes and growth, organisations such as IMO and ILO acknowledge that there is an acute shortage of women in the maritime industry and the need for integration is now a source of genuine concern. Another notable observation by IMO states that women currently only comprise some 1 to 2 per cent at most of the 1.2 million strong global workforce of seafarers. Notwithstanding that women generally outperformance their male counterparts at school, the question remains that why is the acute shortage? Another study shows that whereas the old economy rewarded formal qualifications pertaining to traditional skills such as literacy and numeracy as well as seniority within the organization, the diffusion of new technologies and rapid change in the industry has led to demands for strong communication powers, leadership abilities, self-management, teamwork and problem-solving skills and lifelong learning. These new skills and competencies provide better career paths. Yet the available evidence suggest that a large fraction of the workforce, particularly women may be trailing behind in acquiring such skills and capturing employment and gains associated with them [Gupta, ND]. The impetus of this presentation is to discuss how to match competencies with the needs for females' skills in the maritime industry.

10:00 – 10:15

Networking over tea/coffee with speakers.

10:15 – 11:15

Tau Morwe

Former Chief Executive Officer

Transnet National Ports Authority

Port Cooperation and Partnerships

Seaports operate at the interface of ocean and land transportation. They compete with other ports to service the needs of shippers located in hinterland areas that may have overlapping accessibility to competing port. This presentation will discuss how port cooperation – through port alliances, cooperative agreements and/or joint marketing – may be used as a strategy to tackle business development, operational efficiencies, and other issues.

11:15 – 12:15

Nancy Karithu

Director-General and Chief Executive

Kenya Maritime Authority

MARITIME SAFETY AND SECURITY

Due to maritime traffic in world trade, there has been an increase in related risks and threats – illegal immigration, emergence of terrorist attacks, fishing resources plundering as well as piracy. All these could result in severe economical consequences in a country. This presentation should look at the response of Kenyan Maritime Authority in terms of maritime regulations, policies and projects that are introduced to ensure the safety and security of people, environment and assets in Kenya.

12:15 – 13:00

Amy Harpur

Senior Associate

International Transport, Trade & Energy Department

Shepstone & Wylie Attorneys

Navigating the Risks in Maritime Transactions

The shipping of goods from foreign countries to South African ports involves the participation of multiple actors from different sectors within the maritime industry. During the course of these international transactions any number of events can occur which will leave at least one of the parties bearing the brunt of the risk and paying for the damages.

This presentation will follow the journey of a typical international trade transaction, beginning at the country of export, and ending in the delivery of the goods to South Africa. In doing so it will examine the risks that must be managed throughout this process by various parties – from Clearing and Forwarding agents, Ship's Agents, the Exporter and Importer of Goods, Vessel

Owners, Financers of Vessels, Charterers of Vessels, Transport companies, to Transnet Ltd and its divisions - by referring to common terms in international trade contracts and the provisions of relevant Statutes.

Managing risks is of prime importance for every business, and the first step to doing so is to properly identify potential risks. This presentation will attempt to chart the legal risks present in a typical international trade transaction, in order to assist interested stakeholders in navigating these sometimes tempestuous waters.

13:00 – 14:00

Networking over lunch with speakers

14:00 – 15:00

Sinethemba Hlengwa

Director

Youth Chamber of Shipping in Africa

Outreach initiatives

The Maritime industry in SA is fast growing, as much as the market is still in a recovery state, it is better to prepare for the future while the market is low. The most prominent strategy for ship owners is "Buy low, Sell high", in the same spirit, the YCSA is working tirelessly to attract a future workforce, one that will be prepared at a young age, and acquire adequate knowledge of the industry. That will allow students to make informed career decisions moving forward, furthermore, this will help decrease the level of drop outs or mid-year academic changes. The YCSA also noted the maritime knowledge gap that exist in the previously disadvantaged students, and without knowledge of the vast career opportunities that exist at sea and in the intermodal transportation of goods. It is for that reason that we decided to focus on the previously disadvantaged schools, usually in rural areas. The road shows that we do together with TETA serve the purpose of reaching out to the kids that are least exposed to the opportunities

15:00 – 15:15

Networking over tea/coffee with speakers

15:15 – 16:15

Praline Ross

Project Manager

Trade & Investment KwaZulu-Natal

Empowering Women to act as "Agents of Change" in a male dominated society - An Aquaculture perspective

Aquaculture has sustained a global growth, continues to grow, and is expected to increasingly fill the shortfall in aquatic food products resulting from static or declining capture fisheries and population increase. Its further growth and development will have to occur under a different socio-economic condition. The basic paradigm changes will be from an increased production at almost any cost, to a sustainable increase in production with minimal environmental perturbations. Despite such paradigm changes, aquaculture will increasingly contribute to food security, poverty alleviation and social equity. The global and regional trends in the sector from a number of perspectives, such as production trends, contribution of aquaculture to aquatic food consumption etc., will be discussed. Based on these different trends and in the light of changing socio-economic conditions globally, and in particular, in developing nations, the potential changes in the sector will be discussed.

End of Day 1

Day 2

08:45 – 09:00

Opening Remarks by Chairperson

Brenda Horne Ferreira

CEO

Southern Africa Shippers Transport and Logistics Council

(SASTALC)

9:00 – 10:00

Brenda Horne Ferreira

CEO

Southern Africa Shippers Transport and Logistics Council (SASTALC)

SOUTHERN AFRICA CORRIDOR EXPERIENCES AND LESSONS LEARNED

In this presentation we look at the 8 South African ports, which are supported by efficient corridors with the necessary road and rail as well as multi-modal connections to serve the specific commodities of that particular corridor, with SASTALC a public private membership, Non-Profit Organisation. Namibia through the Walvis Bay Corridor Group which is a section 21 Non Profit Company facilitating Botswana/Namibia/South Africa, through the Trans Kalahari Corridor; DRC/Namibia/Zambia through the Walvis Bay-Ndola-Lubumbashi Development Corridor and Angola/Namibia through the Trans Cunene Corridor. With the corridor of the author's greatest experience, as

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the founder of the Maputo Corridor Logistics Initiative (MCLI), a public private membership, Non Profit Company, with the historical trade route connecting South Africa, Mozambique and Swaziland through the Maputo (MDC) Development Corridor.

The speaker's experience has found that the following are strategic key enablers to ensure success on regional transit and transport corridors:

- highest level political support and mandate
- the corridor has to be an integral part of the national/ regional transport and regional integration master plan
- cooperation between the public and private sector to ensure sustainable success
- passionate corridor focussed leadership
- full time secretariat with sustainable funding –can be within shippers councils
- institutional mechanism to be the facilitator and interface i.e. MCLI/WBCG/SASTALC
- good systems and procedures – at the secretariat, customs, operators & transit agreements
- an integrated transport system with roads, rail, border post, ports and shipping, well synchronised i.e. open times, capacity, inspections and document requirements
- good infrastructure & information (at all levels - secretariat, customs, operators)
- effective law enforcement to combat corruption
- predictability and reliability is pivotal to the success of cargo movement growth on a corridor and costs must be directly related to efficiencies & improvements in turnaround times across the corridor
- And these are held together by the 7 Strategic pillars of stakeholder engagement, namely
- Establish and maintain Efficient Governance, Structure and Programs
- Aggregate Innovative Collaborative Advocacy
- Integration of Institutions, Regulations, Infrastructure Development & Information
- Facilitation of Networking, Research, Capacity Building, Education and Training
- Coordination of Public-Private Dialogue & Interests
- Communication With All Stakeholders
- Evaluation of Organization & Supply Chain Performance on a continual basis by enabling Visibility

10:00 – 10:15

Networking over tea/coffee with speakers

10:15 – 11:15

Aruna Bunwaree Ramsaha
Deputy Director General
Mauritius Ports Authority

Identifying Emerging Challenges Impacting on Regional Container Traffic Trends

The world container port throughput was on the rise in 2013 with an increase of about 5% to reach 650 million TEUs as compared with 2012 figures. In 2013, Africa was recognised as the second fastest growing import region with a growth rate of 5.7% after Asia which registered a growth rate of 6.4%. Figures for 2014 are equally promising for the global containerised trade with an expected growth rate of 5.6% on account of improved prospects for the mainline East-West route. The main driver of the global containerised trade will however be the non-mainline routes with a projected growth of 6% in 2014. During the 12 months to 1 January 2014 the world fleet grew by 4% over 1 January 2013. Following a period marked by some volatility freight rates remained low but fairly stable.

The top five global terminal operators were PSA, HPH, APMT, DPW and COSCO. Some of these terminal operators are already present in Africa. The level of service (crane and ships' productivity) is still low in African ports as compared to world leading ports.

Shipping alliances on the other hand are becoming an increasingly popular strategy for shipowners to control costs and maximise capacity utilisation as witnessed by the alliance building activity and service cooperation agreements between carriers in 2013.

Shipping Lines are pursuing their strategy of cascading bigger container vessels from main routes to secondary routes. These bigger vessels undoubtedly will continue to put pressure on the regional port's infrastructure with the end result that Port Authorities have to engage into huge investments in infrastructure developments and modern handling equipment.

Thus the continuous improvement to be brought to existing port infrastructure coupled with the timely implementation of identified projects is needed for African ports to optimise on the growing trade flow and on the new liner network patterns involving a combination of direct calls and transshipment.

11:15 – 12:15

Judith Nompumelelo Nzimande
General Manager Human Resources
Richards Bay Coal Terminal

Diversity and inclusion in the maritime industry

Diversity and inclusion helps to provide better customer service, build greater capacity for innovation and problem solving and increased productivity

and performance. It also help to attract, recruit, engage and retain talented people. In the maritime industry, diversity relates to differences in age, gender, ethnicity, cultural background, sexual orientation, religious belief, disability and career responsibilities. It also applies to other differences, such as educational level, life experience, work experience, socio-economic background, personality and marital status. Inclusion refers to the achievement of a work environment where differences and diversity of thought are valued. This presentation should target all employees, with specific strategies to ensure employment equity for women, people with a disability and people from culturally and diverse backgrounds.

12:15 – 13:00

Tarryn Lange

Director

Bidfreight Port Operations

Innovating for change in port operational infrastructure

13:00 – 14:00

Networking over lunch with speakers

14:00 – 15:00

Gary Mocke

Director Ports and Marine Terminals

Hatch Goba

Design Challenges and Opportunities in Port Design and Construction – Focus on Green Ports. Design Challenges and Opportunities in Port Design and Construction – Focus on Green Ports.

This session will be directed at identifying some of the main challenges identified with optimal design and construction of port expansion works, focussing particularly on the application of coastal engineering investigations such as meteorological site measurements and analysis tools like numerical and physical modelling. Given that dredging and breakwater construction costs are frequently the largest investment component of port expansion works it is critical that the configuration and extent of these elements is optimized. This relates not only to minimizing the capital cost of such works, but also that of maintenance works and the potential physical and environmental impacts of the port expansion on adjacent coastlines. The session will also present construction stage opportunities for achieving sustainable ports. The backdrop to the presentation will be the conceptualization and delivery of world class standard sustainable port facilities, combining economic, social and environmental considerations in the form of "Green Ports".

15:00 – 15:15

Networking over tea/coffee with speakers

15:15 – 16:15

Asha Thakor

Chief Logistics Manager

Transnet Port Terminals

Factors Considered When Choosing a Port

Africa as a continent has much to offer the freight industry. Due to the accelerated economic growth, the Continent is becoming increasingly competitive by zoning in on the various aspects of routing, economies of scale, transshipments, feeder services, cost, turnaround time, infrastructure, equipment, capacity, rail and road networks etc.; all of these aspects will contribute positively to the end user, by reducing the overall logistic cost. Shipping Lines are targeting ports that yield commercial gains, while providing a competitive edge in for their respective services calling in the Continent. A deeper analysis of the various major African Port role players and their service offerings will be presented which influences the Shipping line network routings and decision base. Logistical Spending in Africa is set to increase almost \$28.8 billion by 2016 while the logistical market increases by 38.4% as per an "Africa Logistics" report by Analytica in December 2012. In order to compete to become competitive globally and regionally, a shift in focus for the Port Systems approach is required, moving from a competitive to complimentary growth environment. This approach will yield greater benefits for Africa as a continent, with the overall costs to the end consumer becoming more competitive than the current levels.

Focusing on the Regional Integration agenda, cooperation agreements between Port Authorities in the Continent must be pursued to enable economic growth. Consolidation and integration within the respective regional freight systems is required in order to provide an end to end logistic solution, which will build system density and take advantage of economies of scale by leveraging on existing structures and partnerships.

A positive growth outlook, coupled with the strong commitment to regional integration by the regional economic communities, can fuel the necessary capacity and skills development, regulatory reforms, investment and innovation that are required to address the key freight challenges, and provide the Continent with a cohesive, competitive Port and Rail solution.

END OF CONFERENCE

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Postal Address: _____

Postal Code: _____

Person dealing with accounts: _____

Country: _____

Email Address: _____

Date: _____

Signature: _____

By completing and signing this form, the signatory accepts the terms and conditions as stated on the registration form.

SUBSTITUTIONS:

Delegate Substitution. Substitution is welcome at any time and do not incur any additional charges. Please notify AMABHUBESI in writing of any such changes at least 3 days before the date of the event.

- Please note that the speakers and topics were confirmed at the time of publishing however circumstances beyond the control of the organizers may necessitate substitutions, alterations or cancellations of the speakers and/or topics.
- As such, AMABHUBESI reserves the right to alter or modify the advertised speakers and/or topics if necessary. Any substitutions or alterations will be updated and sent to you as soon as possible
- Delegate substitution must be made in writing 7 days before the start of the event

PAYMENT BY MEANS OF BANK TRANSFER

- Please state your full names clearly on the money transfer.
- Please note, bank charges are of your OWN account and this should be stipulated to your bank. Please advise your bank that the charges should be included in your deposit
- A copy of the bank deposit receipt should accompany your registration form and must be posted or faxed (+ 27 11 326 0354)

3rd Annual WOMEN IN MARITIME CONFERENCE 2015



30th ~ 31st JULY 2015
MONKEY VALLEY RESORT
NOORDHOEK | CAPE TOWN



+27(0)11 326 0353



+27(0)11 326 0354

R7,490

PER DELEGATE

Cost, excl VAT pp

Please complete and return
this form to Khatlile

CANCELLATION NOTICE:

By signing and returning this registration form, the authorizing signatory on behalf of the stated company is subject to the following terms and conditions:

- Charge of 50% of the registration fees, plus R700 (+ VAT) Administrative charge will be made for cancellations received in writing at least 14 working days prior to the event.
- For any cancellations received in less than 7 working days before the date of the event, the full fee will be payable and no refunds or credit notes will be given.
- If a registered delegate does not cancel and fails to attend the summit, this will be treated as cancellation and no refund or credit will be issued.

Registration fees above INCLUDES the following entitlements: Entrance to session, registration pack, daily lunch and refreshment breaks.

Registration fees above EXCLUDES the following entitlements: Travel costs and accommodation

PLEASE NOTE: - AMABHUBESI HAS A STRICT NO CASH REFUND POLICY

Company VAT No.	4870237817
Branch name	FNB - Randburg Square
Account name	Amabhubesi Training cc
Reference	Insert your ref number on the deposit slip please
Name of Bank	First National Bank (SA)
Branch Code	261 - 750
Account number	621 346 581 55
Swift Code	FIRNAZJJ

Delegate Attendance Information:

NOTE: Please provide information as you wish it to appear on your name badge and on the official participant database

Title	Delegate Name & Surname	Position	Email	Phone



+27(0)11 326 0353



info@amabhubesi.com



www.amabhubesi.com



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