

PORT OF LAMU

FACT SHEET



A WORLD CLASS PORT OF CHOICE

The Kenya Ports Authority (KPA) is responsible for the management of the Port of Mombasa – East Africa's busiest, best-connected and most efficient cargo gateway.

The new 1.65 million teu Kipevu Container Terminal is just one of many new projects completed by the KPA as we look to maintain our pre-eminent position. We now turn our attention to finalising the construction of a new 23-berth port at Lamu and its associated transport corridor.

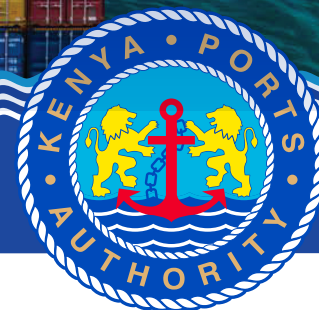
Our exciting and far-reaching five-year strategic plan, 2018-2022, aims to further modernise and enhance the Port of Mombasa as we become ever more customer-focused and seek to support our nation's long-term economic ambitions as part of the Kenya Vision 2030 initiative.



KPA ON EFFICIENCY

KEBS ISO 9001:2008
Certified Org, No. 087

GATEWAY TO EAST & CENTRAL AFRICA



For more details contact the Corporate Affairs Department on
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www.kpa.co.ke | [f](#) Kenya Ports Authority | [t](#) @Kenya_Ports | [in](#) Kenya Ports Authority



VISION

World Class Ports of Choice.



MISSION

To Provide Efficient and Competitive Port Services to Facilitate Global Trade.



CORE VALUES



Customer focus

Service excellence is key to our operations and we endeavor to exceed customer expectations.



Integrity

We uphold fairness, honesty, professionalism and transparency in all our undertakings



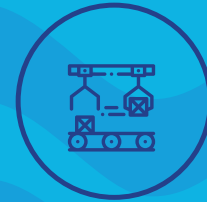
Team work

We embrace team spirit in all that we do.



Care

We care for our staff, the communities around us and are sensitive to our environment.



Innovation

We are innovative and continuously create value for our customers.

HISTORICAL BACKGROUND

The aspiration by Kenya to provide cost-effective, world-class infrastructure and services led the Government to initiate construction of a second commercial Port in Lamu as part of the national Vision 2030.

The Port is a major component of the Lamu Port South Sudan Ethiopia Transport (LAPSSET) corridor project that is aimed at opening Kenya's largely

underdeveloped frontier through creation of a second transport corridor and affiliated infrastructure.

The new transport corridor links the modern Port of Lamu with Garissa, Isiolo, Maralal, Lodwar and Lokichogio, branching at Isiolo to Moyale towards the border with Ethiopia, proceeding to the border with South Sudan.

The Port will eventually connect northern Kenya to the Middle Belt of Africa, which runs from Dakar, Senegal in the West to Lamu in the East.

Projects under the corridor:



Port of Lamu



Roads network



Standard Gauge
Railway



Oil pipeline



Oil refinery



International
Airports



Resort cities





PORT OF LAMU CONSTRUCTION

The construction of the 23- berths Port is being undertaken in three phases to be implemented in a twenty-year period.

Phase one of the project comprises complete three berths with the first berth already operational and the remaining two expected to be operational by end of 2021.

Phase two will have 16 berths: three bulk, three container, six general cargo, one liquid bulk, one coal, one Liquefied Natural Gas (LNG) and one product oil.

Final phase of the Port of Lamu will see the construction of four berths comprising one container and three general cargo berths.

PORT OF LAMU FEATURES

Port of Lamu has been constructed to modern standards at par with the most contemporary and best performing Ports in the world.

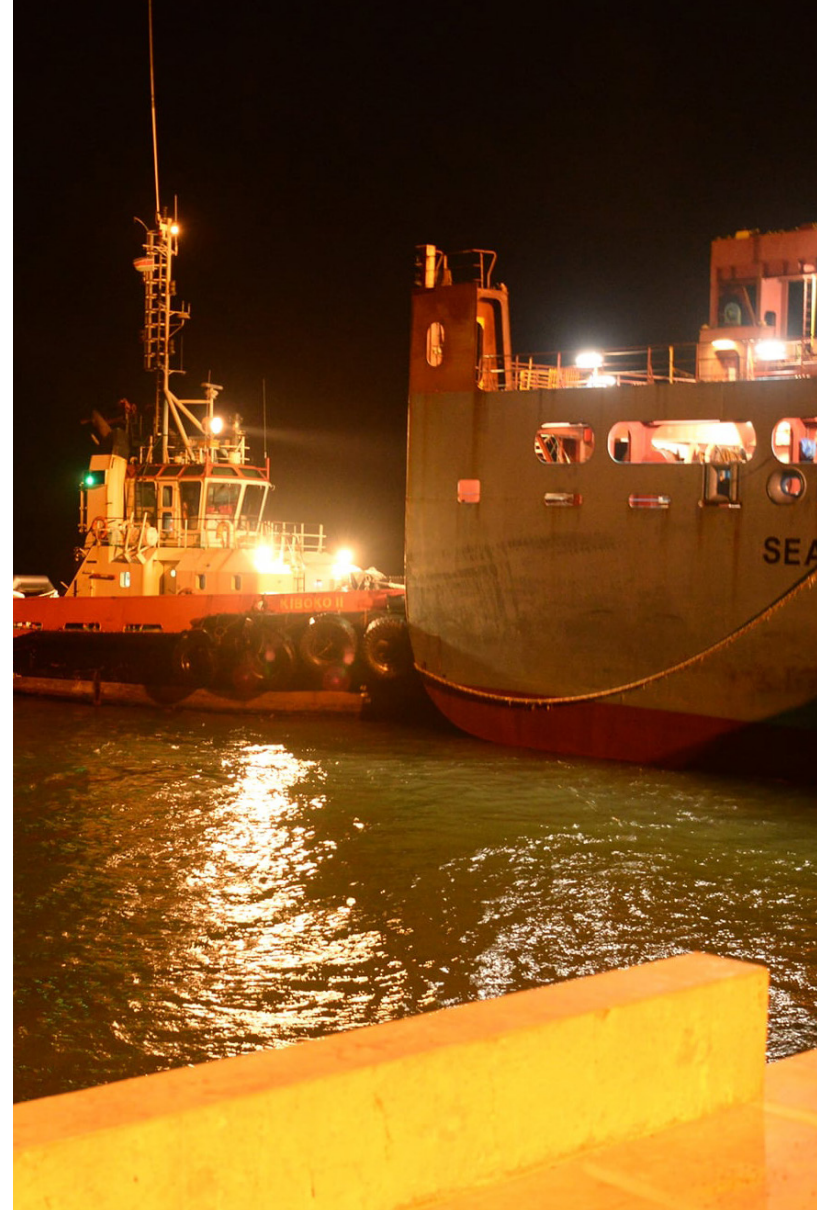
Comprehensive surveys carried out prior to construction confirmed the site to be the most suitable for the facility, due to its natural depth of 18 metres along the main channel to 60 metres at the bay.

The first phase of the project comprises three complete berths for container, general and bulk cargo.

Each berth has a quay length measuring 400 metres. The three yards have a total capacity of 13, 280 ground slots.

The Port is capable of comfortably docking panamax and post panamax vessels with a capacity of over 10,000 TEUs.

The Port is also strategically located at the middle of major shipping routes with the deep-water harbour on the East coast of Africa, thus being a premier transshipment hub for all cargo destined for the continent.



INFRASTRUCTURE AND EQUIPMENT

The Port of Lamu has met the safety and security requirements of a port facility and is compliant to the International Ship and Port facility Security code (ISPS code) as prescribed by the International Maritime Organization. Kenya Ports Authority is also equipping the modern facility with necessary infrastructure both hard and soft to complement port operations.

- Installation of shore and yard operations equipment.
- Marine Operations Services including pilotage, tugage and mooring services.
- Skilled staff to provide various services.
- Acquisition and installation of ICT equipment including System application Products configured and integrated.
- Allocation of offices and workshops for cargo interveners and government agencies.
- Installation of beacons and leading lights at the Port.
- Network coverage for berth and yard operations.
- A Port headquarters/LAPSSET Plaza.
- An ultra-modern Port police station.
- Connection of electric power to the national grid.
- Water reticulation network.








CARGO PROJECTIONS


The Port of Lamu is expected to generate a major boost in cargo volumes handled in the country.

 **3** Berths
1,200 Meter Port Length
1.2 Million TEUs
Annual Storage Capacity

Cargo Commodity

Forecast 2022 per annum


Liquid Bulk
0.2 (MII) MT


Dry Bulk
0.2 (MII) MT


General Cargo
0.2 (MII) MT


Vehicles
0.1 (MII) MT


Containers
0.7 (MII) MT

Cargo Commodity


Forecast 2027 per annum


Liquid Bulk
3.9 (MII) MT


Dry Bulk
4.1 (MII) MT


General Cargo
0.7 (MII) MT


Vehicles
0.2 (MII) MT


Containers
2.6 (MII) MT

WHY PORT OF LAMU

Being the second commercial Port in the country, Port of Lamu will complement the Port of Mombasa through handling of larger vessels that may not be accommodated in Mombasa, consequently increasing the cargo volumes handled in the country.

The Port opens a new transport corridor that will serve northern Kenya hinterlands and the neighboring countries.

Through the overall LAPSET project, Port of Lamu has been positioned as an important trans-shipment hub, poised to handle cargo to the rest of Africa among them crude and refined oil and oil products from South Sudan.

The Port will provide a reliable access to the sea for Northern/Eastern parts of Kenya, South Sudan and Ethiopia, which have hitherto remained without such a direct link to a seaport.

This will further enhance regional and economic integration, facilitate trade and increase interconnectivity between South Sudan, Ethiopia, Uganda, Democratic Republic of Congo (DRC), Rwanda, Central Africa and Cameroon.

The Port will also enhance Kenya's competitiveness in global maritime trade and promote international trade by linking East and Central African region to international markets.

This will further cement Kenya's position as a gateway and a transport hub to the East African sub-region, the Great Lakes Region and beyond.







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