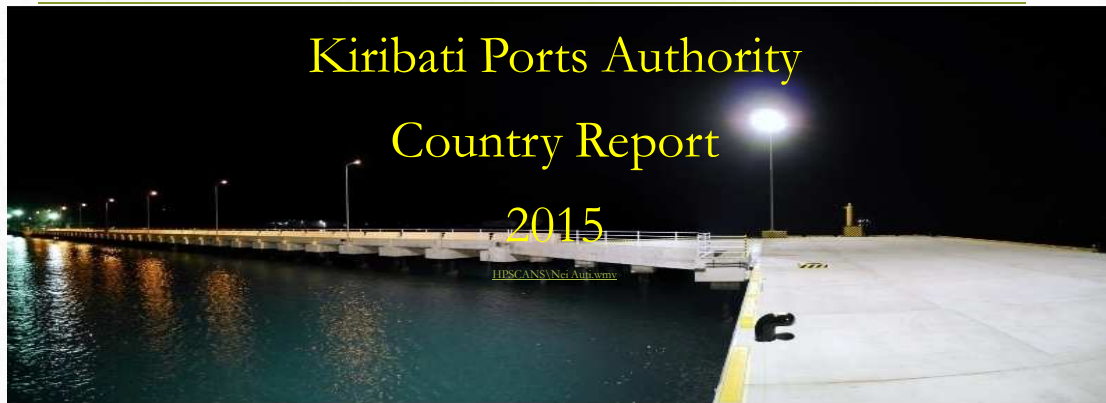




## 40<sup>th</sup> PMTA Conference Held In Papua New Quinea



### Kiribati Ports Authority

### Country Report

2015

[HPSGANS\Net\Auhf.com](http://HPSGANS\Net\Auhf.com)

## Outline of Presentation

- Overview
- Main Ports of Entry
- Key Focus Areas and Achievements
  - Long-term Objectives and Strategic Activities
  - Achievements
- Current Activities
- Supports from Donors
- Future Developments Plan for KPA in relation to its Objectives
- Major factors contributing towards KPA Performance Improvement
- Key challenges

## Overview

- The Kiribati Ports Authority (KPA) is established under the Kiribati Ports Authority Act 1990 and became operative on 10th January 2000.
- The KPA is 100% owned by Government, through the Minister of Communication, Transport and Tourism Development.
- This report provides an updates of the challenges and achievements KPA made since the last PMTA conference in 2014.

## Main Ports of Entry

### Tarawa ( Headquarters)

- Main Office located at “Betio”
- - 132 permanent staff
- - Handle 95 % of Import cargoes
- Handle 100 % of Export cargoes
- - Control Kiritimati Branch



The Implementation Review Study, JICA  
The Project for Expansion of Betio Port in the Republic of Kiribati

## Main Ports Of Entry

- Kiritimati Branch
  - 32,000km away from Tarawa
  - Located at Ronton
  - 23 Permanent staff
  - handle about 5 % of Import cargoes from Tarawa and 40% from Hawaii.
  - Most of the other 60 % Import cargoes were handled by the freighter from Hawaii.
  - handles 100% Domestic cargoes
  - Export cargoes ? – no data available yet



## “Vision” and “Mission”

### Vision

“Aspire to become one of the most efficient ports in the Pacific Region in sustaining green and economic growth through excellence in Ports activities, programs and services”

### Mission

“KPA is committed to facilitate trade and enhance economic development through the provision and management of port services and facilities to its valued local and overseas customers”.



## Key areas of focus and results

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### *Objectives and strategic activities*

- ◆ • Efficient and least-cost cargo handling services
- ◆ • Safe and efficient Shipping and Port navigation, and berthing operations
- ◆ • Efficient administration of all shore-based operations
  - ◆ • Financial viability & sustainability

## Achievements

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- For Efficiency and least cargo handling service (45 ton toplifter), Australia about \$ 500K



## Achievements (cont'd)

- 89 ton Mobile Crane – Approx. \$ 1million - For Kiritimati Branch



## Achievements (cont'd)

- 2 Pilot boat from Australia – \$65K each



## Achievements(cont'd)

- 6 solar lights- KPA Public road – About \$ 200K



## Current Activities to meet strategic objectives

- Maintenance and Upgrade of Betio port



## Current activities to meet objectives

- And Bairiki Wharf maintenance



## Cont. Current Activities

- To build a better safe and restricted fence for KPA



## Supports from Donors

- Building from Dai Nippon together with a Water Desalination Plant machine.



## Supports from Donors

- Dai Nippon offers aid through constructing and providing Betio wharf Fenders.



## Future Development Plan

For efficiency and Least cost cargoes handling services

- Is to tender out the KPA container yard pavement to a well known foreign contractors.
- To buy 2 more side lifter, Container trailers for stevedoring purposes.

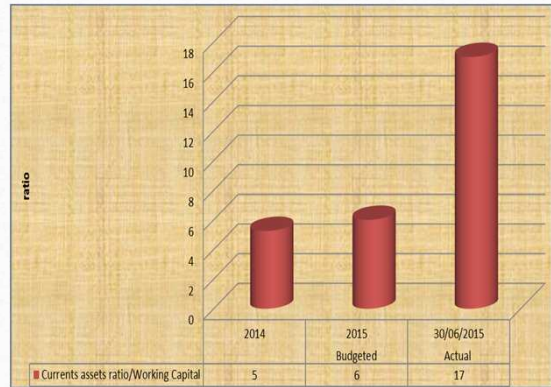


## Future development plan (cont'd)

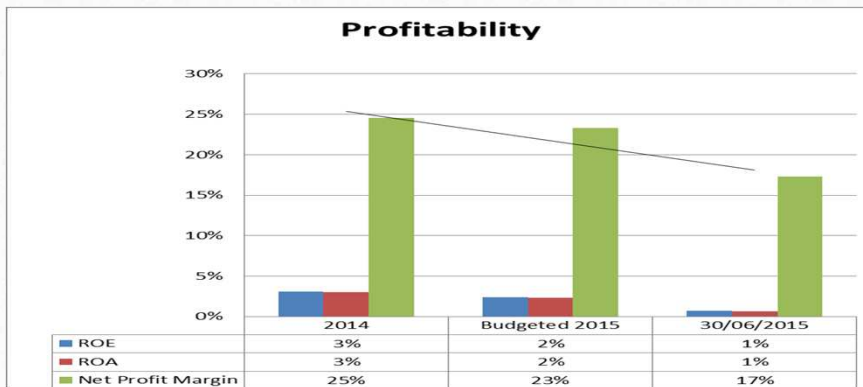
- For Safe and efficient Shipping and Port navigation, and berthing operation strategy
  - To build a Port Control Tower
  - To upgrade the IT System
- For efficient administration of all offshore based operation strategy
  - To build a huge warehouse for domestic and overseas vessel cargoes.

## Future Development Plans (cont'd)

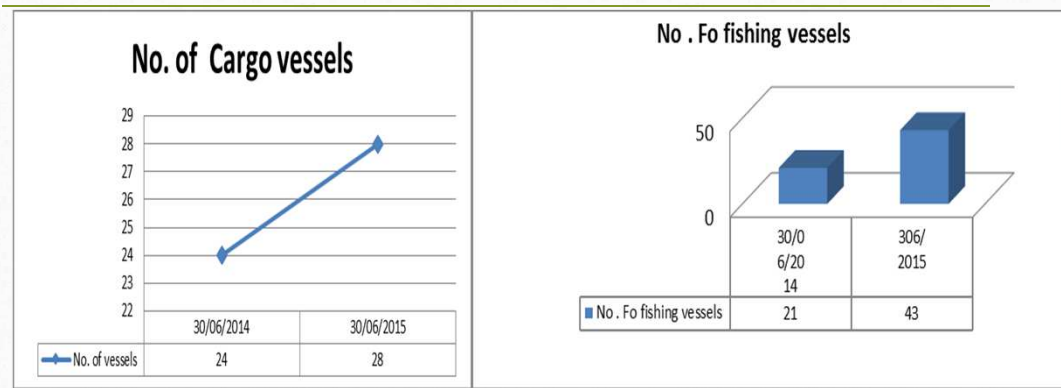
- For financial viability and sustainability
  - To strengthen system and improve collection of outstanding debtors which indicated from the high rate of working capital as follows;



## Factors contributing towards KPA's Performance Improvement

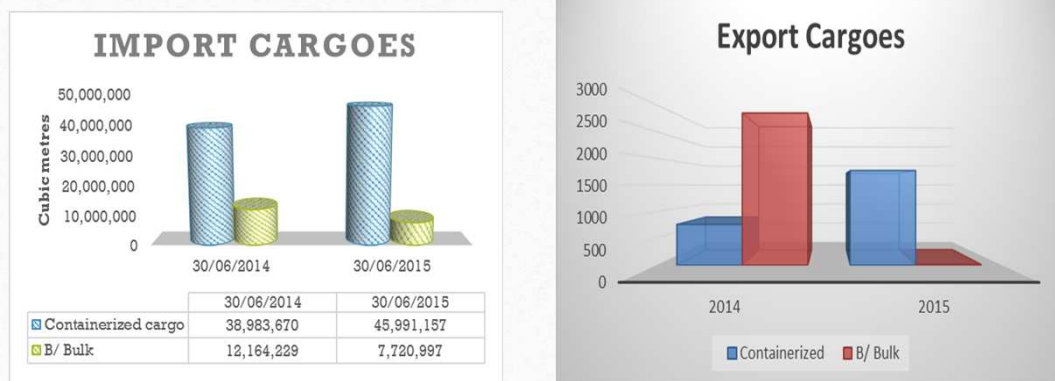


### Cont.



### Cont.

- For the past half year report Import and Export cargoes are improving as follows:



## Key Challenges

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- 1. Stakeholders intervention-** 2012 Tariff review-  
-effective sometimes in April and on the 1<sup>st</sup> September this year 2015 on Port dues charge, Stevedoring charge and Port charge.2013
- 2. Weak legislation on key areas e.g Pilot issue**
- 3. Upgrading of Port Infrastructure**
- 4. Lack of high skilled Mechanical officers** – will cause an inefficiency on a daily and vessel operations.
- 5. Limited Container terminal Space**
- 6. Strong Staff Union**

The End

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Any Questions??/