Outlines

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ETIOPIA

*Location: Horn of Africa
*Area: 1,127,127 Sq. Kms
*Population : 85 Million +
*Federal system – 9 Reg. states
*GDP Per Capital: $375 (2012)
*Local Time: GMT + 3
*Dialing Code: +251
*Local Currency: Birr
*Exchange rate 1 USD = 19.00 Birr
*Seat of A.U, UNECA & 100+ Emb.
  • Touristic Point
    • Lalibela & Axum
    • Blue Nile
The five years Growth & Transformation Plan

- Projects under the GTP
  - The Renaissance dam Capacity of 6,000 MW
  - The 5,000 Light and long distance Railway network
  - The fertilizer factory
  - The Cement Factory
  - The car assembly factories
  - The Sugar factories
  - The Mining Industry
  - The Oil & Gas Projects
  - Mechanized farming
  - Many Direct Foreign Investment Projects
  - Many Local Industries
Private Freight Forwarding companies emerged in 2001.

Ethiopia Freight Forwarders and Shipping Agents Association

- Established 2004
- Private and government operators are members
- 120 Freight Forwarding & Shipping Agents are operating
- 50 of them are member of EFFSAA.

Objectives:
- Protect the interest of members
- Give Information regarding industry
- Advocacy and lobbying
- Education and Training
  - FIATA minimum standard curriculum
Logistics Challenge in Ethiopia

- Ethiopia is Landlocked since 1992,
- Transit agreement b/n Neighboring countries Sudan, Kenya, Somali Land, and Djibouti.
- No Harmonized customs system,
- Port Utilization Agreement
  - Djibouti and Sudan.
    - mainly uses the port of Djibouti.
- Poor Infrastructure
- Road transport plays a significant role in the transit transport.
  - Road Transport Agreement is only Djibouti.
UNIMODAL TRANSPORT SYSTEM

- Until recently the transit transport system between Ethiopia and its transit countries, in particular Djibouti, is uni-modal transport.

- All Ethiopian import and export transit cargoes are stuffed/unstuffed and loaded/unloaded at the port of Djibouti.

- Thus, the port of Djibouti is not only used as a getaway to Ethiopian transit cargoes, but also as a point of destination.
The adverse effects of uni–modal transport system was;
- Port congestion,
- Long transit time for import transit cargoes and
- Unavailability of empty containers for export transit cargoes at Djibouti port

Due to the fact that ports are cargo and vessel interface points where cargo should be loaded and unloaded within reasonable period of time and are not meant to serve as storage places, the arrangement of multimodal transport was recommended as an option to Djibouti Government.

Ethiopia and Djibouti has agreed to implement the Multimodal Transport System
MULTIMODAL TRANSPORT SYSTEM

- The Through Bill of loading implementation was signed b/n Ethiopia and Djibouti in 2008

- Draft Directives were also prepared to participate Private Freight Forwards as MTO

- Dry Port constructions were given priority and mainly for the two strategic ICDs,

- The merger of three government entities namely ESL, Dry port administration and MTSC in to one huge entity – Ethiopia Shipping & Logistics Enterprise (ESLE)
MULTIMODAL TRANSPORT (Cont)

- The Ministry of Transport ordered beginning of 2012 all import of the country (Under Letter of Credit) to be handled on Multimodal Transport and by the sole operator, ESLE.

- This Monopoly approach brought many problems on the already existing Logistics challenges and beginning of this year lots of importers got a waiver to use the previous Uni-modal System.
MULTIMODAL TRANSPORT (Cont)

- A high delegates of Ethiopian Government visits the HQ of FIATA beginning of this year.
- The delegates also visited and had discussion with major carriers like Maeresk, CMA CGM and MSC to adopt the best practice of Logistics
- FIATA and other major carriers advised the delegates to lift up the monopoly and participate the private operators & PPP.
EFFSAA is putting great effort to convince the policy makers to have a clear policy guide lines for private operators to participate on MMT System.

EFFSAA is working closely with Ethiopia Maritime Affairs Authority to Lift up cargoes that are under a Uni-modal scheme.

EFFSAA is working closely with Chamber of commerce and advocate the establishment of PPP.

EFFSAA is working closely with EMAA to start the training on FIATA Diploma program and build the Capacity of the practitioners.
Conclusion

- Your experiences and advice matters a lot to change and uplift the (Logistics) awareness of our policy maker and government officials.

- Hence I here by officially apply to RAME to host RAME 2015 in Addis Ababa, Ethiopia.
We look forward to See you

in
ADDIS ABABA
ETHIOPIA

for
RAME 2015
ASANTE SANA

Thank You Very Much FOR YOUR ATTENTION!