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ONCE VIBRANT SECTOR NOW ON THE WANE

used by scientists and technologists from Kmfrri and other institutions as a training platform.

In 2017, it hosted a regional training course by the Ocean Teacher Globa Academy in collaboration with the Flanders Marine Institute in Belgium on

marine biogeographic data management.

Kmfrri explained that based on catch sampling at 12 of the over 100 designated landing sites along the Kenyan coastline, the fish landings from small scale nearshore fisheries are estimated

at about 24,000 metric tonnes worth of Sh24 billion.

"This catch is landed by about 12,000 fishers, using about 3000 vessels," said Kmfrri.

The nearshore stocks are considered optimally exploited, while over-exploitation occurs for a few

species within some easily accessible fishing grounds.

"The remedy is to control fishing effort and reduce the use of unsustainable fishing methods including monofilament nets, beach seines and spear guns," said the institute.

"There is an opportunity to increase the value of this catch by using improved cold storage facilities and ensuring the products reach high value markets."

Kenya, according to the research agency, exports raw fish without processing.

SHIPPING

'Ever Given' now docks after Suez Canal debacle

It was stuck for nearly one week, causing one of the biggest traffic jams in shipping history.

By BBC
London

A huge container ship that blocked the Suez Canal has docked in the UK for the first time since causing disruption to global shipping.

The Ever Given blocked the major shipping lane in Egypt for nearly a week earlier this year.

It was held for more than three months amid a dispute over compensation.

The 400m-long (1,300ft) ship, originally due to arrive in early April, finally docked at Felixstowe in Suffolk at about 4.30pm on Tuesday.

The ship had been heading for Rotterdam when it ploughed into the sandy bank of a single-lane stretch of the canal on 23 March.

The ship has now arrived at Felixstowe - months later than expected but with its fame - or infamy - assured.

As it turned the corner for the home straight, noise levels from those waiting dropped noticeably to almost a hush, only to be broken by children shouting "It's here!"

The crowds remain, but have now reduced by

about half. All eyes were on it as it manoeuvred into berth seven to complete its long journey.

A few voices could be heard saying it was a "little bit of an anti-climax," but all were pleased to have witnessed the end of the ship's epic struggle to get here. Most people said it was worth the wait.

It was stuck for nearly a week, causing one of the biggest traffic jams in shipping history.

Hundreds of ships were delayed as they waited for the canal to be unblocked and some vessels were forced to take the much longer route around the southern tip of Africa.

When it was finally freed from the canal, the ship was delayed for a further three months due to a battle over compensation.

When the ship, which carries cargo between Asia and Europe, was finally freed it was held up again until an agreement between Japanese owner, Shoeni Kisen Kaisha Ltd, and canal authorities was reached over compensation.

The backlog from the ship's delay has led to a leap in shipping rates and sent the cost of containers soaring from £2,500 (Sh374,000) last year to £15,000 (Sh2.3 million) now.

Director of Seaport Freight Services, Steve Parks, said most of what is sold online and in UK comes from China.

Mr Parks, who is hoping to receive three consignments from the *Ever Given* by Friday, said the price rises were "bound to reflect upon prices in the shops".

"We are already looking at moving Christmas goods and have no option but to continue shipping," he added.

SH2.3 MILLION

CURRENT SHIPPING RATE for a container

SH374,000

SHIPPING RATE for a container before the EverGiven blocked the Suez Canal



The *Ever Given*, a cargo container ship that's among the largest in the world, had blocked all traffic in Egypt's Suez Canal in March this year threatening to disrupt a global shipping system already strained by the coronavirus pandemic. [AP]

He explained that most ships contained some goods that needed to be destroyed as they had gone out of date, or sold on if their original buyer no longer wanted them.

Foodstuffs are destroyed through anaerobic digestion, while the company will also deal with a host of items from TVs to clothing.

"We don't know what it is going to be until we crack the doors open," said Mr Flynn.

Wendy, who had travelled from Trimley to see the *Ever Given* arrive in Felixstowe, told BBC Radio Suffolk: "I've been following it from the Suez Canal and I said to the grandchildren 'We will bring you down to see it when it hits Felixstowe.'"

of \$775 million (Sh116 billion), but many of them will hold fruit and vegetables, which will have to be destroyed, having passed their use-by date.

Jake Slinn, owner of JS Global Cargo & Freight Disposal in Ipswich, said his business was expected to 30 containers from the ship.



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ARRIVAL NOTICE

Tails	Voy. 010	ETA 04/12/2021	EK - Antwerp, Tilbury, Teesport, Bremerhaven, Entry Point of SECA AREA IN EU, Cape of Good Hope, Dar es Salaam, War Risk Area Point D, Mombasa.
Morning Cecile	Voy. 138	ETA 16/12/2021	EK - Hatakai, Moli, Kobe, Nagoya, Yokohama, Hitachinaka, Yamai, Singapore, War Risk Area Point E, Mombasa.
Morning Crown	Voy. 156	ETA 23/12/2021	EK - Yokohama, Nagoya, Kobe, Hatakai, Yamai, Singapore, War Risk Area Point E, Mombasa.
Grand Quest	Voy. 112	ETA 10/01/2022	EK - Antwerp, Tilbury, Teesport, Bremerhaven, Entry point of SECA Area in EU, Cape of Good Hope, Dar es Salaam, War Risk Area Point D, Mombasa.
Morning Concert	Voy. 146	ETA 22/01/2022	EK - Yokohama, Nagoya, Kobe, Hatakai, Yamai, Singapore, War Risk Area Point E, Mombasa.

Consignees are requested to contact Mombasa office and obtain Delivery Orders against presentation of Original Bill of Lading and payment of relevant charges. Vessel ETA's are subject to change without notice.



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