



Soda Ash is a dry powdery white dusty bulk cargo used mainly in manufacturing industries.

The scientific name for soda ash is sodium carbonate.

LOADING PROCESS OBJECTIVE:

- The purpose of the process is to aid **soda ash movement** from **Magadi / Tata warehouse** onto the ship holds.
- The loading planning enables and ensures safety of **stevedores** and reduces **ship-time** at berth thus impacting positively on ship turn- around.

SODA ASH LOADING (MOMBASA PORT)



KEY REQUIREMENTS TO LOADING SODA ASH CARGO:

- a) The cargo must always remain **dry**.
- b) Loading **surveyors** will look at hold **cleanliness**, **loose paints** in the holds, **cargo residue** visible and **rust scales**.
- d) The holds should be clean, watertight, and dry.
- e) Soda ash is ruined when it comes in contact with oil.

SODA ASH LOADING
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LOADING INFORMATION:

- a) Soda ash is loaded at **berth number 9** which has draft of **11.5m**.
- b) Loading is by **portable conveyor belts** situated at shore side of the berth connected from Magadi / Tata warehouse adjacent to the port.
- c) Loading is done both **day** and **night** times.
- d) The loading rate is **1500mt pwwd** or more depending on the fluidity and or suitability of the selected conveyor belt by the shipper.

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LOADING PROCESS SCOPE.

The process of **soda ash loading** covers the following activities:

- a) Confirming **cargo details, readiness, and quantity** to be loaded.
- b) Determine **resources** i.e., **labour** and **equipment** required to load the cargo onto the vessel.
- c) To allow **cargo operations**, i.e., stevedores, lifting gears, rigging equipment to be arranged early enough without costly delays to the ship.

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KEY REQUIREMENTS FOR GENERAL LOADING PROCESS:

- a) **Berth Planning** - This is done through **port meeting** attended by shipping agent, Port marine dept and Port conventional planning team. This should be completed and confirmed 24hrs prior vessel arrival.
- b) **Shipping Orders / Pre-advice** - This is done and sent to **KPA** by shipping agent electronically preferably 48hrs to pre-arrival.
- c) **Manifest** - Should be sent by shipping agent to KPA via EDI / Ken trade.
- d) **Stowage Plan** - should be sent to KPA by shipping agent preferably 48hrs prior ship arrival.
- e) Provide all **cargo documents** required by KRA and the Kenya Ports Authority.

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FREIGHT TAX - KENYA:

For every **vessel loading cargo** in Kenyan Ports (*i.e. Mombasa or Lamu port*) meant for **export**, the government levies freight tax on **outward gross freight charges** collected and rates of said depends on where the shipping company is registered. Please see below guide of rates chargeable on freights collected;

- 1. Shipping lines of Norwegian, Swedish and Indian** ownership pay freight tax @**0.9%** on gross freight collected.
- 2. Shipping lines of Danish Ownership @1.25%** of Gross Freight Collected.
- 3. Shipping Lines of Canadian** ownership @ **1.1%**
- 4. All countries** that Kenya has not established double tax relief Agreement @**2.5%** on gross freight collected
- 5. No tax is levied** on shipping lines of **UK & German** Ownership.

To **proof** the ownership of a shipping line, one is requested to **forward** the **company registration documents** to the **shipping agent** at load port so that the agent can advice the government whether the freight tax is applicable or not.

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