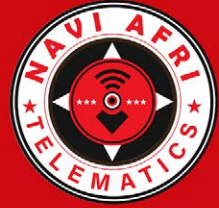


# TRANSPORT & LOGISTICS

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# NEWS



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## 28. Zambia Airways Flies to New Heights With Boeing 737-800 Acquisition







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# Digitization of logistics

**L**ogistics is a crucial aspect of any business, and its efficiency plays a significant role in its success. With the advent of technology, digitization has revolutionized the logistics industry globally, enabling companies to streamline their operations and provide better customer service.

The industry at large is getting in on the broader trend of digital transformation, by using new platforms and technologies that significantly enhance supply chain visibility and efficiency. The innovation lies in the development of digital platforms that match supply to demand, whether it be

courier apps that deliver groceries or platforms that coordinate freight delivery.

## Artificial Intelligence (AI)

Companies are increasingly combining data-driven solutions with artificial intelligence (AI) to identify potential risks, bottlenecks, and underperformance in their supply chains. Artificial intelligence is used for predicting and route planning. AI also plays a crucial role in managing warehouses by predicting how supplies rotate. There will be high-profile seasonal variations and events, which will lead to falls and spikes. Logistics companies will have to be more 'elastic' to cope with these falls

and spikes. Elastic logistics means using a transportation management system (TMS). Together with TMS, AI advancements give early warnings to forecast demand, costs, and risks according to Linchpin SEO dated January 13, 2022.

## Cloud

The growing internet penetration across the continent is increasing market connectivity by putting more customers online and allowing businesses to use cloud services. Cloud technologies are significant in the logistics market because they enable logistics companies to operate remotely across their broad logistics networks. Continuing to adopt cloud-based technologies and integrating them into existing business models will assist in the further evolution of logistics markets.

*Michael Mwanza (Editor-in-Chief)*

**DISCLAIMER:** The views and opinions expressed in this Issue are those of the authors and do not necessarily reflect the official policy or position of Transport & Logistics News Zambia.

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# Driving the Shift to a Sustainable Business Mode



**H**azida Motors Limited celebrates 29 years of representing the world's best commercial vehicle manufacturer, Scania in Zambia. Scania is not just a vehicle, it is a sustainable business solution that is designed for your individual business needs.

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In addition, we offer up to twelve (12) month warranty on all parts purchased over the counter. Contact our parts desk on WhatsApp: <https://wa.me/c/260770570116>.

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We have committed to all our customers to the promise of a sustainable business solution. Our 24/7 rescue service, Scania Assist, is available to all our customers every hour of the day, every day of the week, and every week of the year.

This service is available to all our Scania customers even as they cross borders into Eastern and Southern African countries. Our partner Scania Workshops are ready to assist you wherever you may be.

We understand the value of time and we ensure that we do our best to keep your fleet on the road all the time.

## Connected Services

A key element of a sustainable business is the ability to drive decision-making with accurate information. Our connected services provide our customers access to real-time data and long-term trends that allow for adequate planning and management of drivers and vehicles.

## Driver Training

This masterclass session teaches drivers how to maximize the use of the Scania vehicles for better results. The aim of the program is to reduce emissions, increase fuel savings, increase road safety, decrease wear on tires and powertrain, and increase the longevity of key vehicle components. Driver training is complementary to every vehicle purchase. Ts & Cs apply.

## Pre-Owned Vehicles

Buying a pre-owned vehicle from an unknown supplier is a risky business. We offer a wide range of pre-owned Scania vehicles that have undergone rigorous testing and are certified for a "second life".

We provide our clients with the best in vehicles and we do not compromise on our extensive after-sales services which include connected services, driver training, Scania Assist, and more.

Scania is driving the shift to a more sustainable future and it all starts with you driving the shift to a more sustainable business model. Hazida Motors Limited is here to serve you for all your Scania needs. Not sure if you are ready to add Scania to your fleet? Book a trial run with our Demonstrator Truck (named Griffin) for some time and experience the benefits and value of Scania for FREE. Ts & Cs apply.

Contact us at [digital@hazidamotors.co.zm](mailto:digital@hazidamotors.co.zm) or +260-211-286-745/6 or 0965-286-766 for more information about Scania in Zambia.





## City Logistics takes Retailers into Africa

City Logistics has integrated logistics and over-border management into Africa so that our customers can reach hundreds of delivery points across South Africa to Swaziland, Lesotho, Botswana, Namibia, Zambia and Mozambique.

**C**ity Logistics is experiencing positive growth with the increase in volumes from our retail customers in Africa.

With Thousands of truckloads crossing South African borders per annum, City Logistics proudly delivers to Namibia, Swaziland, Lesotho, Mozambique, Botswana, and Zambia.

Afrigistics, our in-house Central Clearing Division, manages all exports and imports end to end. By integrating logistics and over border management our customers can reach hundreds of delivery points in these territories. Our customers can get their deliveries processed to cross the border faster with Afrigistics' Robotic Process Automation (RPA). A manual entry will take a clerk 2 hours to complete, but using the RPA system, Afrigistics can do this in 5 minutes, with fewer errors and more accuracy. This solution is perfect for retail customers who typically export a lot of different products in one shipment.

### Taking Retail Logistics Into Africa

Supporting the growth of our valued customers is key. As they grow in volume, so do we. City Logistics can effectively and efficiently take your cargo into the following African neighbouring countries:

- Kingdom of Eswatini (Swaziland):

Formerly known as Swaziland and now officially the Kingdom of Eswatini with a population of 1.16 million people, City Logistics offers retail logistics solutions in Eswatini, even fit for a king. Covering 36 000km a month, City Logistics is keen on helping our customers improve the growth of their businesses in Eswatini.

- Lesotho:

City Logistics can take your cargo to new heights. Traveling over 55 000km a month into the landlocked mountainous kingdom of Lesotho with a Population of 2.142 million which has a thriving retail industry. We support retail customers within central and outlying areas of the country.

- Namibia:

With a population of 2, 541 million people, crossing over Namibian borders approximately 100 times a month, City Logistics averages over 76 000km into the land of some of the world's highest sand dunes. From desert up coast, City

“

Formerly known as Swaziland and now officially the Kingdom of Eswatini with a population of 1.16 million people, City Logistics offers retail logistics solutions in Eswatini, even fit for a king. Covering 36 000km a month, City Logistics is keen on helping our customers improve the growth of their businesses in Eswatini.



Logistics delivery points expand throughout Namibia including local and extensive outlying route deliveries, supporting our valued retail customers.

## • Botswana:

Botswana is world renowned for its contrasting lush Okavango Delta and the arid Kalahari Desert, and it is one of South Africa's closest landlocked neighbours. City Logistics clocks up to 56 000km to Botswana monthly.

With key delivery points to its business hub in Gaborone and local surrounding areas, as well as outlying routes City Logistics is able to connect you to Botswana's Population of 2,352 million people.

## Who can benefit from the City Logistics into Africa Logistics Service?

City Logistics provides logistics solutions to leading retailers, automotive and industrial organisations from South Africa to Swaziland, Lesotho, Botswana,

Namibia, Zambia and Mozambique.



The dynamic team at City logistics have been able to ensure they can meet the groups ever changing needs, delivering on time every time through state of the art technology and a reliable fleet of vehicles.

**Build it**  
Yes We Can!

## What our customers have to say about City Logistics' Into Africa Logistics Service:

We are the proud Into Africa Logistics partner for Build it.

"Build it, a division of the Spar Group Ltd., has partnered with City Logistics to transport the groups printed marketing and imported building materials from Kwa-Zulu Natal throughout Southern Africa.

The Build it group evolved, opening a number of new stores within South Africa, Namibia, Eswatini and Lesotho, increasing our demand for logistics. The dynamic team at City logistics have been able to ensure they can meet the groups ever changing needs, delivering on time every time through state of the art technology and a reliable fleet of vehicles.

The team's responsiveness and follow through are a few that has been second to none. After 15 years of great professionalism and exceptional customer care, we have been able to place the highest level of trust and confidence in the City logistics team as our most preferred service provider. Keep up the amazing work and we look forward to a continued mutually beneficial partnership."

Let City Logistics be part of your Logistics into Africa solution. Get in touch with the National Sales Manager: gavinw@citylogistics.co.za



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# Zambia's Growing Logistics Sector Drives Economic Development

**Z**ambia, a landlocked country in Southern Africa, heavily relies on shipping and logistics services to import and export goods. With the country's growing economy and increasing international trade, the demand for efficient and reliable logistics solutions is on the rise.

According to industry experts, the logistics sector in Zambia is facing several challenges, including inadequate infrastructure, high transport costs, and delays at border crossings. To address these challenges, logistics companies in Zambia are investing in technology and collaborating with the government to improve trade facilitation.

South Load Logistics, a leading third-party logistics company based in Chilanga, Zambia, is playing a crucial role in this drive to improve logistics in the country. The company is committed

to delivering top-notch logistics services that cater to the unique needs of each client and help streamline their supply chain operations. "We understand the importance of logistics in Zambia's economic growth and development," said a spokesperson for South Load Logistics. "Our team of experienced professionals is well-equipped with the latest tools and technologies needed to provide reliable and efficient logistics solutions that help our clients achieve their business objectives."

South Load Logistics is not alone in its efforts to enhance logistics capabilities in Zambia. Other logistics companies in the country are also investing in technology and infrastructure to improve their services. For example, NAC2000 Corporation, a leading logistics provider, recently launched a new digital platform to enable seamless tracking of cargo and real-time information shar-

ing with clients.

The Zambian government is also taking steps to improve the country's logistics infrastructure and trade facilitation. The government has implemented various initiatives, including the development of new transport corridors and the modernization of border crossings. Industry experts believe that these efforts will help to improve the efficiency and reliability of logistics services in Zambia, leading to increased trade and economic growth in the country.

As logistics companies continue to invest in technology and collaborate with the government to improve trade facilitation, Zambia's logistics sector is expected to grow and become more efficient and reliable. This, in turn, will contribute to the country's economic development and improve the lives of people in the region.







## Quattro: Bringing Zambia's Mining Industry Where It Needs To Be

**T**he exponential growth of Zambia's mining industry over the past 25 years is as much a testament to the world-class service providers in the country, as the country's vast mineral reserves. One such service provider is Quattro, Zambia's most respected transport provider to the country's burgeoning mining industry.

“

Since being founded in 1991, the company has grown from being a small importer of quality spare parts to playing a vital role in the logistics of the mining industry.

Since being founded in 1991, the company has grown from being a small importer of quality spare parts to playing a vital role in the logistics of the mining industry, safely and efficiently transporting around 11,000 employees a day. This has been achieved through delivering on the company's values of quality people, passion, and commitment.

The vital statistics behind Quattro tell of a company, which is on the move, in both the literal and figurative meanings of the expression. Its fleet includes 190 65-seater buses, 30 38-seater buses, and a vast array of other vehicle types. Little wonder then, that the company has transported over 28 million passengers to date.

Quattro has offices spread across 7 strategic locations in Zambia, catering to companies operating at the Kanshansi, Kalumbila, and Lumwana Mines, the Konkola Copper Mines, and providing its services to well-known firms like African Explosives, First Quantum, Barrick Gold, Chambishi Metals and ATS.

Quattro's founders, Graham Wright, Dimitri Klironomos, and George Klironomos, are still at the company's helm - pushing the company to new levels of service, together with its 1,000-strong workforce. The Zambian mining industry continues to progress, and Quattro is driving that progress.

Visit <http://quattro.co.zm> for more





## Proflight Takes Flight With Ambitious Fleet Expansion

**Z**ambia's leading airline is soaring into an exciting new era of growth with an expansion of its fleet through the addition of more aircraft for passengers and cargo. The move will more than double the airline's seat capacity.

The expansion marks a milestone for Proflight Zambia and promises to enhance its connectivity, capacity, and service offerings. Director of Flight Operations Captain Josias Walubita said, "We are thrilled to announce the expansion of our fleet, as it represents our dedication to serving our passengers with increased convenience, comfort, and choice."

The latest additions to Proflight Zambia's fleet include an additional J41 aircraft, which is now fully operational on the airline's domestic routes. Captain Josias Walubita noted, "The J41 is a valuable addition to our fleet, enhancing our domestic operations and providing our passengers with more options."

Proflight Zambia has more exciting developments on the horizon. Captain

Walubita revealed, "We are eagerly anticipating the arrival of our fourth passenger CRJ aircraft in September. This addition will further bolster our fleet, enabling us to serve both domestic and South Africa routes with increased frequency and convenience."

In an expansion that showcases Proflight Zambia's versatility and commitment to meeting diverse transportation needs, the airline is also set to introduce its first CRJ Parcel Freighter aircraft in September. This cargo aircraft will be used for cargo charters and scheduled cargo flights.

Captain Walubita emphasised, "The introduction of our first ever freighter marks a significant milestone for us, underscoring our commitment to expanding our services beyond traditional passenger travel."

This fleet expansion translates into increased capacity and improved connectivity for customers. "Our commitment to enhancing travel options is evident in our expanded fleet. With these new ad-

ditions, we have significantly increased our total seating capacity to 460, a substantial leap from 205 in 2022 and 137 in 2019, before the impact of the COVID pandemic," said Captain Walubita.

As Proflight Zambia's fleet reaches new heights, the airline remains steadfast in its commitment to offering safe, reliable, and comfortable travel experiences. The fleet expansion signals Proflight Zambia's dedication to meeting the evolving needs of passengers and cargo clients, while also contributing to the growth and development of Zambia's aviation sector.

"With the imminent arrival of new aircraft and a future marked by expansion, Proflight Zambia is poised to continue its journey of providing exceptional air travel services, connecting people, and places," Captain Walubita concluded.

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# The US and EU jointly support a new African railway line between Zambia and Angola



**T**he European Union and the United States are joining forces to support the development of a new railway line between Zambia and Angola, initiating the technical and economic justification. This is part of the Trans-African Corridor development, connecting the southern part of the Democratic Republic of Congo (DRC) and northwestern Zambia to regional and global trade markets via the Lobito port in Angola.

## CRRC unveils a new railway train

The project was announced on the sidelines of the Global Infrastructure and Investment Partnership (GIIP) event at the G20 in India.

The Lobito Corridor presents an alternative strategic route to the export markets of Zambia and the DRC, offering the shortest path connecting the key mining regions of these two countries to the sea.



**The Lobito Corridor presents an alternative strategic route to the export markets of Zambia and the DRC.**

The partnership between the EU and the US will revitalize critical infrastructure in Africa south of the Sahara to unlock the “vast potential of this region,” according to a joint statement. “We are pleased to join forces to realize econom-

ic benefits with our partners in Angola, the Democratic Republic of Congo, and Zambia.”

The partnership will pool financial resources and technical know-how to accelerate the development of the Trans-African Corridor, including investments in digital access and value-added agricultural value chains, enhancing regional competitiveness.

According to the EU, this represents a “powerful evolution of the Global Infrastructure and Investment Partnership approach to collaboration, which can be replicated in other strategic corridors around the world.”



# Natural Gas is a key driver of Economic Growth in Southern Africa



**G**as is a key enabler for economic growth and social development in the region, as well as a cleaner alternative to other fossil fuels, said Mlandzeni Boyce, CEO of the Republic of Mozambique Pipeline Investments Company ROMPCO. Natural gas has the potential to enhance energy security, reduce greenhouse gas emissions, and foster regional integration in Southern Africa. It is an important bridge fuel between coal and renewable energy sources, emitting about half as much carbon dioxide per unit of energy as coal. However, the development of the natural gas market in the region faces several challenges, such as limited infrastructure, regulatory barriers, and price competitiveness.

A joint venture between the governments of South Africa and Mozambique, represented by iGas and CMG respectively and integrated energy and chemical company Sasol, ROMPCO was established to transport natural gas from Mozambique's Pande and Temane gas fields for the economic development of the two countries and has a potential to grow the same effort to the entire region. ROMPCO operates an 865 km pipeline linking gas-rich Mozambique to its operations in South Africa. The pipeline has been instrumental in supplying South Africa with energy, especially during times of power shortages and loadshedding. It also supplies gas to

industrial customers and power plants in both countries, creating employment and stimulating growth. A new era of regional cooperation on the back of intra-African gas trade commenced in June 2021 when iGas and CMG acquired a combined 30% equity interest in ROMPCO from Sasol. This increased their share to 40% each, with Sasol retaining 20%.

Although Boyce took on his current role in 2019, ROMPCO was officially established in 2000 when the governments of Mozambique and South Africa entered into a Cross Border Agreement to facilitate trade in natural gas between the two countries. "We had a vision from the outset," said Boyce. This was based on constructing, owning, and operating the Mozambique-Secunda Pipeline (MSP) to transport natural gas from the central processing facility in Mozambique to gas markets in both countries.

The MSP has a capacity of 215 petajoules (PJ) a year. The gas network includes Loop Line 1, Loop Line 2, and the Komatipoort Compressor Station, that boosts the pressure of the natural gas transported from Temane via the MSP. The two 128-km-long Loop Lines were completed in an effort to increase in-country pipeline capacity to address the growing demand for natural gas in the region. Boyce is responsible for the strategic direction, financial perfor-

mance, and operational excellence of the company. He has a Master of Business Administration degree from the University of Leicester and over 18 years' experience in the energy sector.

He began his career at Sasol in 2004, where he held various positions in business development, project management, stakeholder relations and country management. Boyce has vast experience in gas sourcing, gas infrastructure development and executing gas strategies, serving as Senior Business Manager in Nigeria and Manager from 2013 to 2018. As CEO of ROMPCO, Boyce's main role is to ensure the safety, reliability, and sustainability of the MSP, a vital asset for both Mozambique and South Africa. He is also passionate about creating value for all ROMPCO stakeholders, from shareholders to customers, employees, communities, and regulators.

Boyce says ROMPCO is a key driver for both the Mozambican and South African gas market, boosting gas monetisation between the two countries. In line with this, he aims to expand both the customer base and gas network to meet the growing demand for reliable and cost-effective gas supply in the region.

"We are looking at other markets for gas as well as multiple tie-offs," said Boyce, adding that ROMPCO has 40 to 45 petajoules (PJ) spare capacity at present. "To date we can move about 200 petajoules (PJ) between Ressano Garcia in Mozambique and Secunda in South Africa. If the market expands significantly through gas-to-power uptake and general industrial growth, we are in a position to install additional loop lines if need be. ROMPCO remains a strategic asset to push gas volumes into the market," he concluded.



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# Navigating the Future of Logistics: The Role of Upskilling and Automation



**I**n today's rapidly evolving world, where technology is reshaping industries at an unprecedented pace, the logistics sector stands at the forefront of transformation. As the demand for efficient and seamless supply chain operations continues to grow, companies are not only adapting to change – they are proactively shaping the future of logistics through a strategic blend of upskilling and automation.

According to Andile Luke Chief People Officer at Unitrans, the future of logistics is a blend of human expertise and tech-

nological advancement. "At Unitrans, we believe that by investing in upskilling and automation, we can create a workforce that is agile, adaptable, and ready to meet the challenges of the future," Luke says, adding that Unitrans is committed to providing its employees with the skills they need to succeed in the digital age and to creating a work environment that is conducive to innovation.

**Read on to learn more about how this is done.**

**Upskilling: Empowering the Workforce of the Future**

As technology continues to reshape logistics processes, the skills required to navigate this new terrain have evolved. Unitrans understands that its workforce is the backbone of its operations, and investing in the professional development of its employees is key to staying ahead.

"The fourth industrial revolution (4IR) has brought technological disruptions in most workplaces. In the logistics industry, the adoption of new technologies and systems has transformed the way operations are managed, and this trend is set to continue," explains Abdullah Moerat, Human Re-

source Development Manager at Unitrans. According to Moerat, Fleet management solutions as well as advanced automation, self-driving vehicles and robotics are shaping the future of the logistics industry. “At Unitrans, we understand the importance of upskilling our employees to survive and thrive in such a vibrant and constantly changing environment. Prioritised skills include digital acumen and data analytics to enable employees at all levels to interact and interpret data accurately and enhance data-driven business decisions,” he says.

In this vein, for Unitrans drivers, it is essential to understand the highly computerised vehicle functions which enhance safety, and efficiency among other key benefits. Our supervisors and managers are enabled by means of monitoring technologies to deal with various on-road challenges – the objective is to create and enhance a culture of safety, while improving driver performance and proactively addressing negative driver behaviour.

At Unitrans, we’re actively enhancing the skillsets of our logistics workforce, including technical employees, operators, and drivers. Our initiative involves providing technological training over the coming years, equipping them to effectively engage with the evolving trucking industry. While technical proficiency and operational safety remain crucial, the emphasis is shifting towards tech-savvy staff who can readily embrace new methods.

This ensures our employees are well-prepared and adaptable in a digital-driven landscape. Through robust training programs, we’re cultivating expertise in data analysis, supply chain optimisation, and advanced software utilisation, fostering informed decision-making, a culture of continuous learning, and a drive for innovation.

**Automation: Optimising Efficiency and Performance**

Running parallel with workforce upskilling, automation has emerged as a game-changer in the logistics industry. It not only enhances efficiency but also reduces the risk of errors, optimises processes, and enables a more streamlined supply chain. Unitrans has recognised the immense potential of automation and has integrated it into various aspects of its operations.

A showcase example of this is the Unitrans Centre of Excellence (CoE) in Kenilworth, Cape Town. The Unitrans Center of Excellence represents the commitment to continuous improvement and innovation in the transport industry. By harnessing cutting-edge technologies and leveraging the power of data, Unitrans aims to optimise our operations, mitigate risks, and enhance security measures. This initiative will enable Unitrans to provide a diverse range of value propositions, cementing its position as industry leaders.

## Key values that underpin the Unitrans Centre of Excellence include:

**Big Data Utilisation:** In an era defined by data-driven decision making, Unitrans recognises the immense potential of big data. The C.O.E. is equipped to extract meaningful insights from vast amounts of information, enabling Unitrans to make smarter, more informed business decisions. By analysing patterns, trends, and customer preferences, Unitrans can proactively adapt its transport and supply chain solutions to meet evolving market demands.

**Business Intelligence:** With the Center of Excellence, Unitrans remains dedicated to fostering a culture of business intelligence throughout our organisation. By leveraging advanced analytics and predictive modelling, gaining valuable foresight into market dynamics, enabling Unitrans to identify new opportunities and drive sustainable growth.

**Centralised Operational Excellence:** The C.O.E. serves as a hub for operational excellence, consolidating expertise and best practices. By centralising knowledge and experience, processes are streamlined, resource allocation is optimised, overall efficiency is maximised. This will ultimately lead to enhanced customer satisfaction, strengthened partnerships, and increased profitability.

## Pioneering the Future: Unitrans’ Vision

In a world where the logistics industry has evolved far beyond its traditional origins, the days of manual record-keeping and physical paperwork are but a memory. In their place, a dynamic digital ecosystem thrives, powered by real-time data, analytics, and interconnected systems. With the rise of e-commerce, globalisation, and ever-heightening customer expectations, precision, speed, and scalability now reign supreme.

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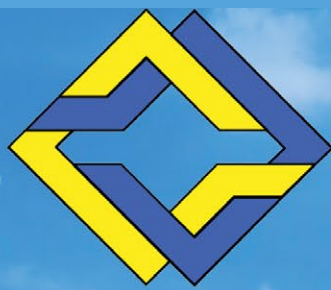
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## Side Tipper Bins for high Efficiency in Handling

**S**pecialised Container Agencies (SCA) – suppliers of niche market container products – have developed SCA Intermodal Side Tipper Bins that ensure quick, safe, and cost-efficient bulk handling in rail and road applications.

“Robust Intermodal Side Tipper Bins have been designed for rapid and efficient off-loading of materials from both rail wagons and road trucks, using specially designed hydraulic tipping cylinders,” explains Ken Mouritzen, Specialised Container Agencies. “SCA’s Intermodal Side Tipper Bins, which are easily handled onto container rail wagons and road trucks by a container handler, increase payload on rail wagons, from 54 metric tons to 60 metric tons.

“An important feature of Intermodal Side Tipper Bins – which are able to be stacked four-high for storage – is they can be used across different modes of transport, including road and rail, without the need for investment in double handling cargo. This system is boosting the utilisation of rail infrastructure, which significantly reduces transport costs, decreases national road congestion, and minimises product damage.

### SCA range

“In areas that are not fully serviced by rail, the intermodal side tipper can be loaded onto road transport, for closed loop, short-haul operations. Road vehicles are then used to carry the tipper bin containing bulk material to the railhead. This means cargo can be received at non-rail serviced facilities, for example on mines, terminals, and ports.”



# Just Transitions in Supply Chains: A Business Brief

**T**his report argues that in the face of growing climate risk, companies that integrate environmental, economic, and social impact governance in their supply chains will be more resilient and better positioned to manage the climate change risks and the impacts of advancing a just transition to net-zero and environmentally sustainable economies.

The concept of just transition has increasingly gained traction among large companies looking to accelerate the adoption of environmentally and socially responsible business conduct throughout their business operations. At the same time, regulatory developments have recently begun to impose requirements on companies to tackle issues re-

lating to climate change and labour and human rights, with implications for the supply chains of businesses.

As industries shift towards a net-zero and climate-resilient economy, a just transition means promoting environmentally sustainable economies in a way that is as fair and inclusive as possible to everyone concerned, creating decent work opportunities and leaving no one behind.

The purpose of this business brief is to describe how companies can better manage the convergence of different climate risks that they are exposed to through their supply chains by placing just transition at the centre of their transition planning and risk management

strategies and making it a key pillar of overall business management.

The authors offer five recommendations for businesses to improve the sustainability and resilience of their supply chains through a just transition:

1. Improve awareness of risks of social disruption and climate change in supply chains
2. Improve the transparency of supply chains
3. Integrate risk management through just transition principles
4. Create market demand from the public sector
5. Support capacity building and access to finance for small and midsize enterprises (SMEs)





# Transitex Reinforces Team In Africa

## Siddharth Misra takes over as head of Transitex in Africa

**T**ransitex has just strengthened its team in Africa. Siddharth Misra is Transitex's new regional manager for the African continent.

With more than 12 years of experience in the sector, Siddharth Misra is a reference in logistics, port operations, sea freight agency management, and freight forwarding.

Siddharth Misra has mastered several world markets and contributed to the business development of Transitex's customers and partners. His experience includes managing international sales organizations and multinational teams. Mozambique, Namibia, and Tanzania are some of the African countries where Misra has worked. His professional ca-



**[Photo] - Siddharth Misra**

reer also took him to India, where he was co-responsible for the opening of Transitex first branch in the Asian country.

At Transitex, he has held different management and leadership roles, namely Branch and Country Manager. In

addition to being Regional Manager, Siddharth Misra also assumes the responsibility of Country Manager for Mozambique, where Transitex has been present for 13 years and has a team of 100 employees, spread across offices in Maputo, Beira, Nacala, Nampula, and Pemba.

Considered one of the «100 largest companies in Mozambique» and with a place in the Transport & Storage sector ranking, Transitex Mozambique has two warehouses and its own road fleet, being the company's largest branch in Africa, as well as the most successful one.

In Luanda, Ivan Ah Ying Mansinho assumes the leadership of the business in the country, as country manager for Transitex Angola.

## A New Warehouse for Flow Logistics, Zambia

**W**ith their newly acquired warehouse situated at Kenneth Kaunda International Airport (KKIA) in Lusaka, your favourite freight and forwarding company Flow Logistics now offers you the better, expanded, and more experienced service you have grown accustomed to over the years.

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# Mozambique: Government to invest \$290M to expand, modernise Beira port



**T**he Mozambican government has announced that it intends to invest US\$290 million in the expansion and modernisation of the Port of Beira, in Sofala province, one of Mozambique's most important ports, which serves other countries in the region.

"The government has approved the Port of Beira Business Plan, in which investment of up to US\$290 million (€276 million) is planned over the next 15 years for the expansion and modernisation of the Port of Beira, depending on market conditions," said Mateus Magala, Mozambique's minister for transport and communications.

The minister, who was speaking at the opening of the business forum for the Beira Corridor, which took place in that city, also said that the studies already carried out point to an exponential increase in the volume of containers handled at this port, around 300%, over the next two decades.

As a result of these investments, container handling capacity will rise from the current 300,000 to 700,000 containers per year, among other improvements, such as increased capacity for

handling general cargo, storage, access, and others.

"Recognising the efforts underway and the growing demand, we challenge Cornelder de Mozambique [the consortium that manages the port and railway line] to continue with the planned investments, which should reach the milestone of handling more than one million containers, as a way of repositioning the Port of Beira at international levels with more significant absolute volumes," said Minister Magala.

Therefore, argued Mateus Magala, investment in the expansion and modernisation of the Port of Beira will make it possible to accelerate the socio-economic growth of the central region, as well as fulfilling the objective of making Mozambique a logistics solutions provider for the countries of southern Africa.

According to the Mozambican minister, the government is aware that the port operator does not act in isolation and says that its full operation depends on the good performance of other players, such as road and rail transport, shipping lines, maritime services, logistics

services, agencies, customs brokers and other players.

"With this in mind, the government has been mobilising resources for the integrated development of the Beira Corridor, such as the recent investments made in dredging the port access channel, rehabilitating national road number 6, rebuilding the Machipanda railway line, among other investments," he said. The 318-kilometre Machipanda line connects the port of Beira, in central Mozambique, to Zimbabwe, a country that depends on this route for access to the sea to export its produce.

In addition to expanding and modernising infrastructure, the Mozambican government's vision is to implement reforms that will allow the transport corridors to be transformed from mere transit routes for goods into a space for economic development, promoting industrialisation, agriculture, trade and other activities. "They must generate concrete development opportunities for economic agents and improve the lives of our people, which can generate quality employment and income for national and regional development," concluded Mateus Magala.



# Namibia to Join the Chartered Institute of Logistics and Transport

**N**amibia is the latest country to join the Chartered Institute of Logistics and Transport (CILT). The international body represents individuals and organizations involved in supply chain management, logistics, and transportation in more than 30 countries.

At the launch of the Namibian Chapter, the Deputy Executive Director of the Ministry of Works and Transport, Joyce Mukubi, said the country is set on becoming an international logistics hub for SADC by 2025.

“According to this vision, it is planned to increase Namibia’s share in the transit traffic to the neighboring landlocked countries from presently 12% to 20% in 2026. That will be a very big achievement.”

The country has much to gain from its affiliation with the international body.

“Any person who becomes affiliated as an individual, an organization, the private sector, or a government parastatal can all enjoy the benefits of marketing our products and Namibian services on an international platform.” Said CILT Namibia Chairperson Prisca Mayumbelo.

“CILT Namibia’s mission is to promote excellence in logistics and transportation by providing professional development and networking opportunities, advocating for best practices, and contributing to the development of policies and regulations that enhance the industry’s performance,” said Trevor Ndjadila, Business Development Manager at Namport.

The Walvis Bay Corridor Group CEO, Hippy Tjivikua, said CILT is about supporting professionals who plan roads, drive trucks, bring raw materials, and safely store goods. “We are taking the game of supply chain, transportation, and logistics to another level and setting the standards higher so that we want the key players to think globally.” The transport and logistics industry accounts for 12% of the world’s Gross Domestic Product.

“

**Any person who becomes affiliated as an individual, an organization, the private sector, or a government parastatal can all enjoy the benefits of marketing our products and Namibian services on an international platform.**



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## Namibia Plans \$2.1 Billion Port Expansion for Oil Boom

Namibia's state-owned Namibian Ports Authority (Namport) has announced plans for a \$2.1 billion port infrastructure expansion project to support the southern African country's burgeoning energy industry.

The expansion project will involve the construction of new berths and quay walls at the country's major port of Walvis Bay and the construction of a new port in the town of Lüderitz. Under the plan, Namport will set aside roughly 350 hectares of land for development and will collaborate with the private sector through public-private partner-

ship agreements, allowing companies to establish operations under a landlord port model.

"We are hoping to commence with the operation in the last quarter of next year, which will take about three years at most," stated Namport CEO, Andrew Kanime, adding, "We are seeking private companies with technical expertise and financial resources to invest in this space."

With offshore activity in Namibia accounting for approximately 13% of rigs working on African waters, the project will be designed to support drilling

services at the country's primary port of Walvis Bay. Meanwhile, a port at Lüderitz is poised to provide market access for the mineral-rich Northern Cape Province of South Africa.

The announcement comes after significant oil discoveries were made by supermajors, Total Energies and Shell, in Namibia's offshore Orange Basin in 2022 and 2023, resulting in an estimated resource base of 7 million barrels of oil equivalent for the country. Namibia is expected to reach its first crude production by 2029 and is poised to become Africa's fifth-largest oil producer by 2030.



# Namibia ranked second in cross-border trade in Africa

Namibia is one position up on the Standard Bank Africa Trade Barometer (SB ATB) index, which compares enablers and challenges to facilitating trade across 10 markets in sub-Saharan Africa. The country was ranked second in the 2023 edition of the survey after placing third in 2022.

The SB ATB focuses on 10 countries – Angola, Ghana, Kenya, Mozambique, Namibia, Nigeria, South Africa, Tanzania, Uganda, and Zambia.

“There were movements in the country rankings for Issue 3 compared to Issue 2 of the SB ATB ... The countries that improved were Kenya (from position 7 to 6), Mozambique (from position 6 to 3), Namibia (from position 3 to 2) and Nigeria (from position 8 to 4),” the Africa Trade Barometer report reads.

The average score for the SB ATB markets increased from 50 to 53 as a result of a combined increase in the government index score across Angola, Ghana, Kenya, Nigeria, and South Africa. “This is likely a reflection of the several road, rail, port, and electricity infrastructure projects that are being undertaken by their respective governments,” it is reported.

According to this year’s report, exchange rate volatility, sustained local currency depreciations, and capital flight, fuelled by higher interest rates in advanced economies are some of the biggest challenges in terms of cross-border trading. “Continued currency depreciations and higher interest rates are also driving higher sovereign debt, which is exac-

erbating foreign currency shortages in most of the markets examined by the Standard Bank Trade Barometer. Collectively, these headwinds are significantly impeding business growth and cross-border trade as enterprises struggle to acquire foreign currency to cover imports,” the report stated.

Angola experienced the highest increase in government support while Namibia, Mozambique, and Tanzania experienced a decrease in businesses that feel that the government is supportive of cross-border trade. Mozambique experienced the largest decline in government support. Regarding access to credit, there was a 9% improvement in the overall access to credit indicator. This is despite relatively high-interest rates in many of the 10 SB ATB markets.

Poor infrastructure, complex policies, and import/export duties continue to adversely affect the perceptions of businesses in terms of ease of trading with other African countries. On a more positive outlook, businesses in Nigeria find the ease of trading with other African countries to have improved.



**Poor infrastructure, complex policies, and import/export duties continue to adversely affect the perceptions of businesses in terms of ease of trading with other African countries.**

Awareness of the African Continental Free Trade Agreement (AfCFTA) has increased to 44% across businesses, the report indicates. It is also reported that the

GDP and GDP growth rates for Nigeria and South Africa have had the highest positive impact on trade attractiveness for their respective countries.

The report noted that while the GDP for Mozambique and Namibia have slightly recovered from the pandemic, the sizes of their economies remain relatively small compared to other SB ATB markets, thus resulting in a low tradability attractiveness score concerning the other markets. China remains one of the biggest sources of import with businesses predicting that their China import volumes will increase in the next two years according to the report.

Chinese imports account for a large share of gross import volumes as these imports are often larger in quantity and technological in nature.

South Africa is the second largest import partner for sub-Saharan African countries (only behind China), primarily importing consumer goods and intermediate goods.

According to the report, 31% of importers acquire their inputs from Southern Africa, with imports from South Africa making up an average of 19% of an importer’s gross imports while specifically 58% of Namibian imports originate from South Africa.

The Barometer surveyed 2,600 African businesses, of which 204 were Namibian.

Data was collected principally from the World Bank, although underlying data sources ranged from the International Monetary Fund and the International Trade Centre to country central banks.

# Sarens Partners with Raphael Logistics in Tanzania

**E**ngineered transport specialist Sarens has signed a memorandum of understanding (MoU) with Tanzania-based Raphael Logistics.

Headquartered in Dar Es Salaam, Raphael Logistics provides a range of logistics, lifting, and transport services. The agreement will see the two companies work together to meet local and international clients' needs for projects and rentals.

"The partnership is the next step in sup-

plying a one-stop-shop solution to our clients in Eastern and Southern Africa," said Sarens.

"Sarens is proud to be part of this partnership and is looking forward to providing solutions, small or large, for mining, port works, construction, civil works, oil and gas projects, and the power sector."

It added that its fleet includes mobile cranes with lifting capacities of up to 500 tonnes, SPMTs as well as jacking and skidding systems.

“

**Sarens is proud to be part of this partnership and is looking forward to providing solutions, small or large, for mining, port works, construction, civil works, oil and gas projects, and the power sector.**





# Zambezi's Logistics Hub: A Source of Competitiveness

**A**s a native of Katima Mulilo in the Zambezi region and a logistician, I've always been curious about why an envisaged logistics hub at Katima has yet not seen the light of day. The region is a key border axis for the SADC region. Its development is vital for enhancing regional and infrastructure integration, trade, and transport logistics efficiencies.

By expanding and improving Katima as a distribution centre, it can support regional, continental, and global value supply chains and help foster intra-African trade, especially under the Africa Free Trade Agreement. It is therefore imperative to explore the potential benefits (competitive strength) of a logistics hub.

Although many plans, policies, and regulations are in place, implementation is taking longer than expected. Those in responsible positions must take action before opportunities are lost. The region is strategically located and will contribute towards Namibia's vision of becoming the preferred logistics hub for the SADC region. The expansion of the Walvis Bay port is envisaged to generate increased cargo volumes for Zambia, Zimbabwe, Botswana, the Democratic Republic of Congo (DRC), Malawi, and Angola. To absorb increased cargo volumes via the Katima and Ngoma border posts in the Zambezi region, Katima's border post infrastructure needs to be upgraded.

Furthermore, a logistics hub at Katima would be part of the Trans-Caprivi Corridor, which connects Walvis Bay to copper-rich Zambia and the DRC.

Namibia can showcase the success stories of existing users and operators of these corridors to attract more investors and customers – by highlighting its strategic location, existing and planned infrastructure,

its favourable policies and regulations, and its competitive advantages over other logistics hubs in the region. This is how Namibia can turn its vision into reality.

## BENEFITS AND CHALLENGES

Access to a strategic location is a major benefit as the region is at the crossroads of four countries: Namibia, Zambia, Botswana, and Zimbabwe. It would also be connected to Walvis Bay via the Trans-Caprivi Corridor, which offers a shorter and cheaper route to the Atlantic Ocean than traditional routes via South Africa or Tanzania. It would enable investors to access and serve a large and diverse market of more than 300 million consumers in the SADC region, as well as other global markets (WBCG report, 2020/21). Moreover, Katima Mulilo would benefit from existing and planned infrastructure projects that aim to improve transport and logistics capacity and efficiency in the region.

These include the railway line from Grootfontein to Katima, which is expected to be completed by 2025; the Katima airport, which is planned to be upgraded to handle larger aircraft and more passengers; Zambezi River port facilities, which could be used for water transport; and the one-stop border post (OSBP) at Katima, which would streamline and simplify cross-border formalities and reduce delays and costs.

A logistics hub would benefit from favourable policies and regulations adopted by Namibia and its neighbours to promote regional integration and cooperation. These include harmonising customs procedures, tariffs, standards, safety measures, transit fees, etc., among SADC countries; implementing the African Continental Free Trade Area (AfCFTA), which aims to create a single market for goods and services

in Africa; and providing incentives and support from the government and other stakeholders to attract and retain investors in the logistics hub.

It would also create opportunities for investors to provide value-added services to customers and partners. These include cold storage, warehousing, transshipment, quality control, and market information. Such services would enhance the competitiveness and profitability of the logistics hub and its users.

The challenge lies in getting to grips with infrastructure projects that are under development or need upgrading.

## WAY FORWARD

Namibia should seek partnerships and funding from regional and international Organisations, such as SADC, the AfDB, the World Bank, etc., to finance these projects. Namibia can work with its neighbours to streamline and simplify customs procedures and safety measures to facilitate trade and reduce delays and costs. Namibia can also leverage its membership in regional economic communities, such as SADC, and the Common Market for Eastern and Southern Africa (Comesa), among others, to promote regional integration and cooperation.

The region requires incentives and support from the government and other stakeholders to attract and retain investors.

Our government must take responsibility and invest in infrastructure developments in the Zambezi region that would enhance the well-being of the country and the local population.

Mufaya Bruce Liswani has a Master's Degree in logistics and supply chain management, a Bachelor's in business administration (Honours), and a Bachelor's in transportation engineering.





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# Zambia Airways Flies to New Heights With Boeing 737-800 Acquisition



**Z**ambia Airways has marked a significant milestone in its journey of growth and expansion as it welcomes a Boeing 737-800 aircraft, a move aimed at boosting its international flight operations.

The latest aircraft, which touched down at Kenneth Kaunda International Airport on Wednesday, September 27, 2023, is a testament to Zambia Airways' commitment to enhancing its services and increasing its global reach. This acquisition also signifies the airline's dedication to providing a superior travel experience to its passengers and boosting Zambia's presence in the aviation industry.

The Boeing 737-800 is recognized worldwide for its popularity and advanced technology. It features state-of-the-art technology that enhances fuel efficiency and extends its flight range. This fuel-efficient aircraft is poised to be a game-changer for Zambia Airways as

it seeks to explore new horizons in international travel.

One of the notable advantages of the Boeing 737-800 is its longer fuselage, which translates into a more spacious interior for passengers and increased cargo capacity. With a two-class configuration that includes Business and Economy class, the aircraft can accommodate approximately 160 passengers comfortably.

Transport and Logistics Minister, Hon Frank Tayali, who was present to welcome the aircraft alongside IDC Acting CEO Ms Leya Mtonga-Ngoma, expressed his enthusiasm for Zambia Airways' growth. He highlighted that the airline's progress has defied skeptics and demonstrated the government's ambition to establish Zambia as a prominent player in the aviation sector.

"The addition of this new aircraft will

take us a step further in enhancing our local and international aviation footprint, opening up new routes and connecting more cities," Minister Tayali said. "It will facilitate trade and tourism and allow citizens to explore the world with ease."

Mr. Cosam Ngoma, the acting Managing Director of Zambia Airports Corporation Limited, emphasized the airline's significant achievement at a time when aviation passenger traffic is rebounding following the challenges posed by the COVID-19 pandemic. He reported remarkable growth in both international and domestic air travel, with passenger numbers soaring by 106% and 133%, respectively, as of August 2023 compared to August 2019.

"The growth of domestic air travel has been faster than international travel because of local airlines such as Zambia Airways," Mr. Ngoma added.

Abiy Asrat Jiru, CEO of Zambia Airways, reiterated the airline's commitment to delivering top-quality travel experiences at the most competitive prices. He emphasized that the efficient Boeing 737-800 aircraft would enable Zambia Airways to explore new markets and reach new heights in the aviation industry.

Currently, Zambia Airways - jointly owned by the Industrial Development Corporation (IDC) and Ethiopian Airlines, operates routes to Harare and Johannesburg in addition to its domestic routes to Livingstone, Ndola, and Solwezi. With the acquisition of the Boeing 737-800, the airline is poised to expand its network and offer passengers an even more exceptional travel experience.



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## South Load Logistics has launched CRM: Advancing Work Efficiency, Productivity, and Sustainability



In a bid to revolutionize its operations and align with sustainable practices, South Load Logistics proudly unveiled its latest innovation – a cutting-edge Customer Relationship Management (CRM) system on Friday, July 28, 2023. This online content management system is set to be a game-changer, significantly enhancing work efficiency, and productivity, and promoting a greener work environment by reducing the reliance on hardcopy papers. The introduction of the CRM marks a significant milestone for South Load Logistics as it ushers the company into the digital era, streamlining internal processes and elevating customer experience to new heights.

### Work Efficiency and Streamlined Workflow

The CRM brings with it an array of user-friendly features that simplify and optimize various tasks. From automated

data entry and real-time tracking to integrated communication tools, the system empowers employees to manage tasks with precision and efficiency. Manual processes that were once time-consuming can now be automated, allowing staff to focus on strategic decision-making and providing top-notch service to clients.

Moreover, the CRM enables seamless collaboration between teams, fostering better communication and coordination throughout the company. With centralized data accessible at any time, information is readily available, leading to more informed decision-making and swift problem-solving.

### Enhanced Productivity and Client Services

By adopting the CRM, South Load Logistics is raising the bar on customer service. The system enables personalized client

interactions, as staff can access detailed customer profiles, past transactions, and specific requirements effortlessly. This level of customization translates into improved service delivery, increased customer satisfaction, and ultimately, strengthened business relationships.

Furthermore, the CRM's analytic capabilities provide valuable insights into customer preferences, market trends, and operational performance. Armed with data-driven intelligence, the company can proactively respond to evolving market demands and tailor services to meet customer expectations.

### Environmental Advantages of Going Paperless

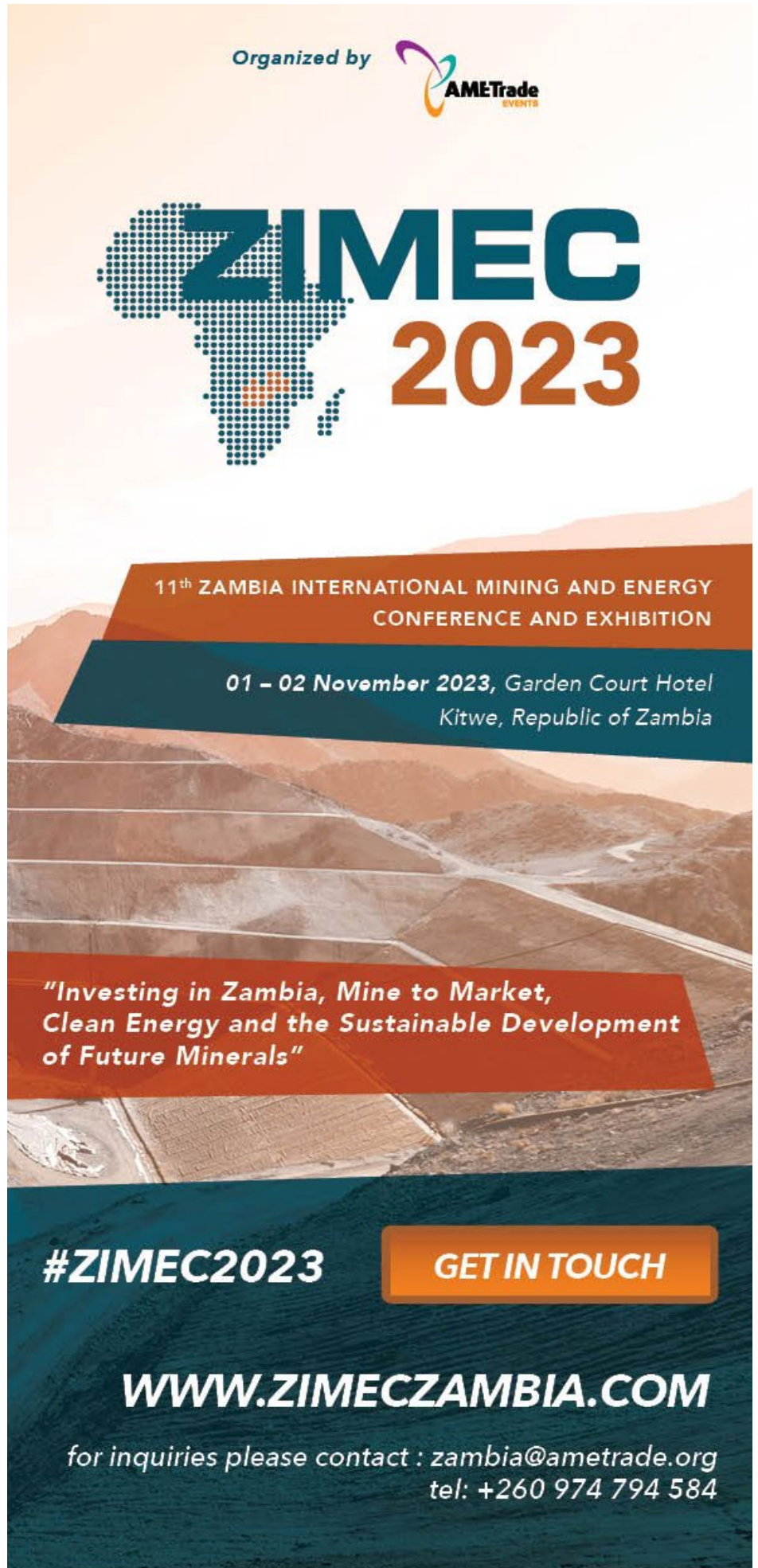
South Load Logistics' commitment to environmental sustainability is evident in its transition from hardcopy documents to a digital platform. By embracing the CRM, the company is reducing


its reliance on paper usage, subsequently curbing deforestation and contributing to mitigating climate change. In addition to saving trees, the online CRM also reduces the need for physical storage spaces, freeing up office real estate for more productive purposes. Furthermore, the system eliminates the environmental impact associated with paper production, printing, and disposal, making it a greener alternative to traditional hardcopy methods.

## Environmental Advantages of Going Paperless

South Load Logistics' commitment to environmental sustainability is evident in its transition from hardcopy documents to a digital platform. By embracing the CRM, the company is reducing its reliance on paper usage, subsequently curbing deforestation and contributing to mitigating climate change. In addition to saving trees, the online CRM also reduces the need for physical storage spaces, freeing up office real estate for more productive purposes.

Furthermore, the system eliminates the environmental impact associated with paper production, printing, and disposal, making it a greener alternative to traditional hardcopy methods. The launch of South Load Logistics' CRM represents a monumental step forward, signifying the company's unwavering dedication to enhancing efficiency, productivity, and sustainability. By embracing digitalization and moving away from hardcopy papers, South Load Logistics is revolutionizing its work processes and creating a greener, more environmentally-conscious workplace. With streamlined workflows, improved productivity, and personalized customer service, the CRM is set to drive South Load Logistics to new heights in the logistics industry while setting a commendable example for businesses seeking to balance productivity with sustainable practices.



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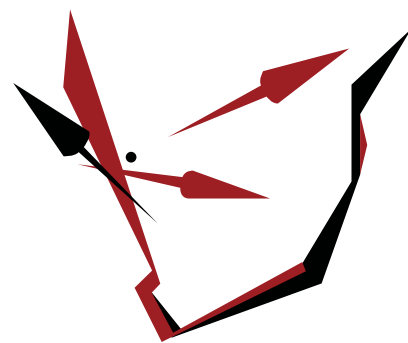
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