

TRANSPORT & LOGISTICS

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Dear Readers,

Welcome to our latest feature, where we embark on an insightful exploration of the ever-evolving world of transport and logistics. In this edition, we invite you to delve into the multifaceted landscape of an industry that drives global commerce and connectivity.

Comprehensive Coverage: Our feature is a testament to our commitment to providing you with comprehensive coverage of the transport and logistics sector. From the latest industry trends to in-depth analyses of key issues, each article is meticulously crafted to offer valuable insights and perspectives.

Spotlight on Innovation and Resilience: Innovation and resilience are at the forefront of our coverage, as we highlight the pioneering technologies and strategies that are shaping the future of transport and logistics. From sustainable practices to digital transformation initiatives, we showcase the innovative approaches driving progress and sustainability.

Engage and Connect: We value your engagement and feedback. Join us in the conversation on our website and social media platforms, where you can share your thoughts, experiences, and insights with our community of industry professionals.

Warm regards,
Gladys Kapto M(Editorial Team)

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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Zambia ratifies Walvis Bay–Ndola–Lubumbashi Development Corridor Agreement

The Zambian government successfully ratified the Walvis Bay–Ndola–Lubumbashi Development Corridor (WBNLDC) Tripartite Agreement on 12 January 2024 and deposited the instruments of ratification with the Southern African Development Community (SADC).

The WBNLDC is a key corridor and trade route connecting the Port of Walvis Bay with Ndola in the Copperbelt of Zambia and Lubumbashi in the mineral-rich region of Katanga in the Democratic Republic of the Congo (DRC).

The WBNLDC is aimed at creating an alternative trade route to the mineral hubs of DRC and Zambia to international markets, the seamless movement of goods and people, as well as boosting regional integration.

The tripartite agreement was signed in March 2010 by the member states of DRC, Namibia, and Zambia. The DRC was the first to ratify the agreement in 2015, followed by Namibia in 2021, and now Zambia.

Announcing their ratification, Zambia's Minister of Transport and Logistics Museba Frank Tayali said it will boost economic development amongst the member countries and beyond. He further underscored that the ratification will yield benefits such as improved infrastructure, and private sector participation, as well as contribute to the overall development of the region through promoting cross-border trade and investment.

Meanwhile, the chief executive officer of the Walvis Bay Corridor Group (WBCG), Mbahupu Tjivikua said the WBCG has been the host of the secretariat since inception. They have

thus effectively coordinated the activities of the WBNLDC in Namibia, fostering seamless collaborating with both the public and private sectors in the member states.

These collective efforts aim to identify common resolutions for addressing various cross-border challenges affecting the corridor. Furthermore, the agreement seeks to establish a competitive trade, transport, and logistics sector which will ensure fair business practices amongst all the corridor operators, as well as stimulate socio-economic development along the corridor, ultimately boosting intra-Africa trade.

“The WBCG extends its appreciation to the Zambian government, Hon. Frank M. Tayali, and the Zambian leadership for their dedicated efforts and seamless coordination in expediting

“The WBNLDC is aimed at creating an alternative trade route to the mineral hubs of DRC and Zambia to international markets, the seamless movement of goods and people, as well as boosting regional integration.”

the ratification process. This demonstrated political will and support from Zambia in this regard is commendable, paving the way for successfully eliminating cross-border challenges amongst the three member states,” Tjivikua stated.

The objectives of the WBNLDC are, amongst others, to facilitate cross-border transit-transport cooperation among the member states; foster efficient and cost-effective transit transport systems aimed at promoting trade facilitation and addressing related challenges; and give the landlocked countries of Zambia and the DRC free access through Namibia to and from the port of Walvis Bay.

In pursuit of these objectives, Namibia has made dry ports available to Botswana, DRC, Zambia and Zimbabwe at the port of Walvis Bay, ensuring mutual economic benefits for all.

SADC Seeks Open Skies for Economic Takeoff

On its way to economic development, the Southern African Development Community (SADC) is encountering difficulties. Leaders in the aviation industry have cited onerous rules, stringent visa requirements, and a dearth of sectoral cooperation as the main obstacles. Their resolution? opening up of the sky.

The Southern African Industrialization Forum (SAIF) in Sandton gave rise to this call to action. Experts stressed that without effective people and products movement, SADC's ambition of a free trade area and regional integration remains firmly anchored. The SADC Business Council Tourism Alliance's Natalia Rosa emphasized, "We can talk about a free trade area and regional integration, but if people and goods can't move efficiently, it's all just empty promises."

The argument goes beyond just passenger travel. Businesses across various sectors rely on airfreight for timely deliveries and access to regional markets. A more open and competitive aviation sector would translate to lower costs and improved efficiency, ultimately benefiting businesses and consumers alike. This vision requires a significant shift in mindset. Stakeholders, including governments and industry players, need to recognize aviation as an integral part of the regional economic

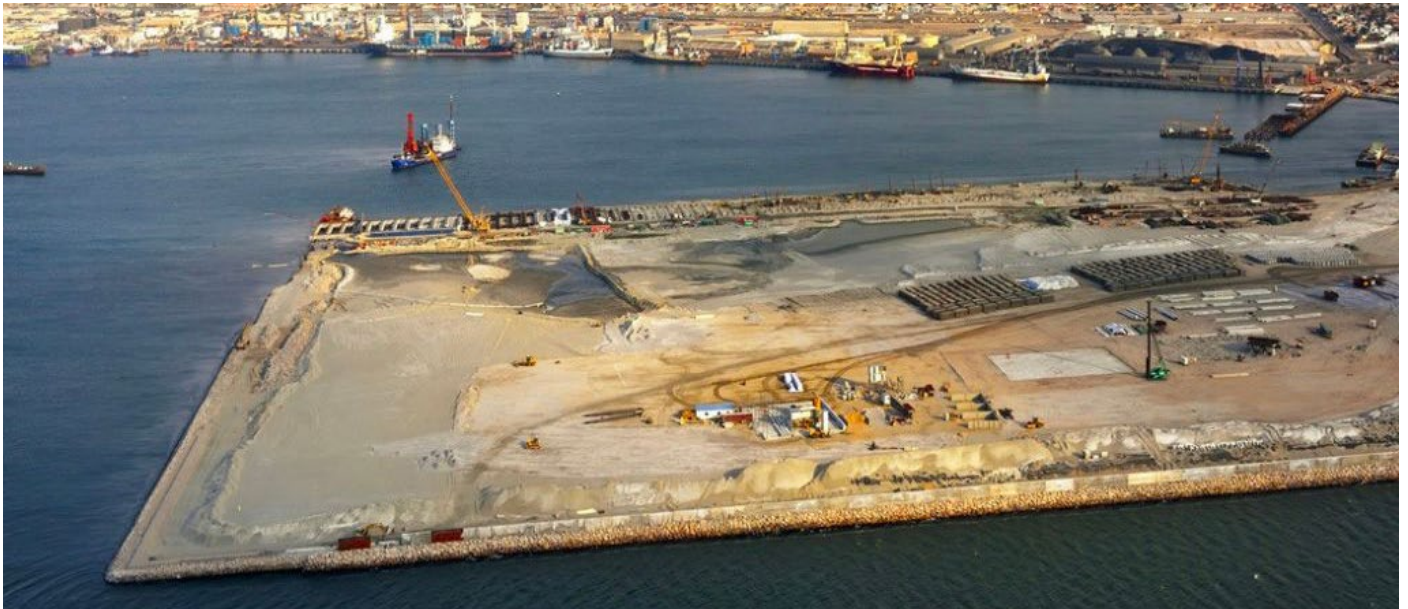
ecosystem. It's not a standalone industry, but rather the lifeblood of a modern and interconnected SADC.

Three strategies are needed to accomplish this challenging task. Initially, operations might be streamlined and needless obstacles may be eliminated by standardizing aviation laws throughout member nations. Adopting "open skies" regulations would, secondly, encourage competition among airlines, which might result in reduced rates and an increased selection of flights. Both business travelers and visitors searching for cost-effective exploring choices would profit from this.

A regional visa policy would greatly improve travel inside SADC. Suppose you could go to several countries without any problems at all with only one visa. In addition to increasing tourism, this would promote economic dealings and cross-cultural exchanges, fortifying regional links even more.

The path forward requires collaboration between governments and industry leaders. By working together to address these challenges, SADC can unlock its true economic potential and take flight towards a brighter future. This not only benefits member states financially but also foster a more integrated and vibrant Southern Africa.





Walvis Bay In Namibia Plays Key Role In Early Southern African Grape Exports

Logistics Company GoGlobal finds new solutions for South African and Namibian grape growers as problems in Cape Town continue. An early season experiment by South African logistics operator GoGlobal, in association with shipping line MSC, to ship Namibian and South African grapes through the port of Walvis Bay in Namibia has been a success.

Around 70 containers have been loaded in the port and are due to arrive in the UK and Europe next week. “MCS has agreed to include Walvis Bay in their schedule to replace Cape Town,” said Delena Engelbrecht, CEO of GoGlobal. “With their call at the port of Ngura along the South African Eastern coast, it allows us two opportunities to load on a weekly basis. The first loading at Walvis Bay went extremely well and there were no delays.” On average last season delays of ten days were experienced in Cape Town. “We simply had to find new solutions to get grapes without delay to the market,” she said.

The operation through Walvis Bay was more expensive than getting the grapes to Cape Town for shipment. “It is around 1,600 kilometres from Aussenkehr in southern Namibia and for exporters from the Orange River it is even further,” Engelbrecht continued. “It is also costly to transfer containers to

the Eastern Cape, but hopefully we will see the results in good arrival condition.”

From southern Namibia and the Orange River, containers are moved by road via Keetmanshoop and Windhoek to the west coast port of Walvis Bay. “These first operations went off without a hitch and we are all pleased,” she confirmed. “Naturally, we would want Cape Town Container Terminal to operate properly, to achieve the most cost-effective logistics chain.”

“MCS has agreed to include Walvis Bay in their schedule to replace Cape Town.”

**- DELENA ENGELBRECHT,
CEO of GoGlobal**

The first specialised reefer vessel of the season, carrying stonefruit and grapes, has also loaded successfully at the FPT berth in Cape Town and has already sailed to Europe. Regular specialised reefers are expected to sail on a weekly

basis from early January, carrying South African stonefruit and grapes.

The industry has been forced into making logistical changes due to ongoing problems at Cape Town’s container terminal, resulting in backlogs and delays. Shipping lines have increasingly bypassed Cape Town to avoid delays in their schedules. In trade negotiations between South Africa and Namibia, the two countries’ agricultural ministers decided to step up cooperation, with greater use of Walvis Bay being singled out to service the grape industry specifically.



Africa Global Logistics has announced its Launch in Zambia, which is set to Transform the Transport and Logistics Landscape in the Region

Africa Global Logistics, an esteemed logistics solutions provider, is delighted to announce its official rebrand launch in Zambia. With a strong legacy of excellence and innovation, formerly known as Bolloré Logistics, Africa Global Logistics is all set to transform the logistics industry in Zambia. It will provide unmatched services, drive economic growth and development, and make a significant impact on the logistics landscape.

The rebrand of Africa Global Logistics in Zambia represents a strategic move to strengthen the company's presence in the region and capitalize on the country's burgeoning logistics sector. With Zambia's strategic location and growing economy, Africa Global Logistics is well-positioned to meet the increasing demand for efficient and reliable logistics solutions.

"We are thrilled to bring Africa Global Logistics to Zambia and embark on this exciting journey of growth and expansion," said Philippe Niamkey, Country Director of Africa Global Logistics Zambia. "As a leading logistics solutions provider, we are committed to delivering world-class services and driving positive change in the industry. With our extensive network, cutting-edge technology, and unwavering commitment to customer satisfaction, we are confident that Africa Global Logistics will make a significant impact in Zambia's transport and logistics sector."

Africa Global Logistics offers a comprehensive range of logistics services, including freight forwarding, warehousing, transportation, customs brokerage, and supply chain management. Leveraging its global network and expertise, Africa Global

Logistics provides tailored solutions to meet the unique needs of its clients across various industries.

“We believe that efficient logistics is the backbone of economic growth and development,” added Philippe, “By providing reliable and cost-effective logistics solutions, we aim to facilitate trade, enhance connectivity, and drive competitiveness in Zambia and beyond. We are excited to partner with local businesses, government agencies, and stakeholders to unlock the full potential of Zambia’s logistics sector.”

Africa Global Logistics is committed to sustainability and

corporate social responsibility, striving to minimize its environmental footprint and promote social welfare. The company adheres to the highest standards of ethical business practices and is dedicated to making a positive impact on the communities it serves.

As part of its launch in Zambia, Africa Global Logistics will host a series of events and initiatives to engage with stakeholders, showcase its capabilities, and demonstrate its commitment to the Zambian market. The company invites all interested parties to join in celebrating this milestone and learn more about the opportunities that Africa Global Logistics brings to Zambia.

Durban Port’s Container Terminal 2 Back on Track After Collaborative Efforts

News from Durban, South Africa brings relief for businesses and individuals relying on international trade. The city’s bustling Container Terminal 2 (CT2) has overcome recent challenges and achieved stability in its operations, thanks to collaborative efforts and a strategic recovery plan.

Earlier in 2024, CT2 faced a period of congestion, leading to delays for ships and impacting the efficiency of the port. Recognizing the urgency, Transnet Port Terminals, the terminal operator, implemented a multi-pronged approach to address the issue. A key part of the recovery plan involved collaboration with various stakeholders. This included bringing in contracted original equipment manufacturer (OEM) experts on-site. These experts are playing a crucial role in improving the reliability and availability of equipment used for handling containers over the next seven years.

Furthermore, Transnet has embarked on a significant capital investment plan. Over the next 12 months, they will acquire 45 haulers, four reach stackers, and five empty container handlers, all scheduled to be operational by May 2024. Additionally, they are pursuing the acquisition of 20 straddle carriers, expected to arrive by November 2024.

While acknowledging delays are inevitable at busy terminals,

Earle Peters, Managing Executive of Durban Terminals, emphasized their commitment to continuous improvement. He highlighted the importance of collaboration in finding sustainable solutions. This includes working with employees, customers, academics, and OEMs to address challenges and optimize performance.

As part of this collaborative effort, CT2 has partnered with the University of Pretoria on an outcomes-based program. This program aims to upskill employees within the next 100 days, focusing on three key areas: improving the reliability and availability of operational equipment, ensuring the availability of spare parts, and increasing the efficiency of crane operations (measured by crane moves per hour).

“Earlier in 2024, CT2 faced a period of congestion, leading to delays for ships and impacting the efficiency of the port.”

The successful turnaround at CT2 signifies the power of collaboration and strategic planning in overcoming challenges. By working together and implementing a comprehensive recovery plan, stake-

holders have ensured smoother operations at this vital gateway for international trade in South Africa. This not only benefits businesses and individuals but also contributes to the overall economic activity and growth of the region. As CT2 continues to invest in its infrastructure and workforce, it remains well-positioned to play a leading role in facilitating international trade in the years to come.

The EU Funds a new Cross-border Market in Chipata

The European Union's recent allocation of over €900,000 for the construction of the Mwami Traders Market in Chipata, Eastern Province, marks a significant milestone in the advancement of regional trade and economic integration. This ambitious project, once completed, is poised to serve as a vibrant cross-border marketplace, fostering commercial exchanges between traders from Malawi, Mozambique, and Zambia. The ceremony commemorating this initiative, attended by dignitaries including Lillian Bwalya, the Permanent Secretary of the Ministry of Commerce, Trade and Industry, showcased the collective commitment towards enhancing trade operations and reducing post-harvest losses for small-scale traders.

Bwalya's focus on the market's capacity to spur trade expansion highlights the revolution in the local economy that is anticipated. With its ideal location and cutting-edge amenities, the Mwami Traders Market has the potential to develop into a thriving center of business activity that will streamline transactions and create new expansion opportunities. Furthermore, the market is well-positioned to foster closer relationships and more regional cooperation by acting as a primary hub for cross-border trade. Head of Cooperation at the EU Delegation to Zambia, Claudio Bacigalupi, reaffirmed the EU's commitment to supporting small-scale cross-border commerce, acknowledging the critical role that programs such as the Mwami Traders Market play in helping people make the shift from unofficial to official trade practices. The statements made by Bacigalupi highlight the EU's dedication to fostering local communities' economic growth and enabling them to prosper in the global economy. The EU seeks to establish a favorable climate for regional poverty reduction and sustained economic growth through focused investments and strategic alliances.

Project manager Christiane Haziyo further elucidated the project's objectives, highlighting its efforts to address critical infrastructure gaps and provide gender-sensitive trading spaces. The construction of the Mwami Traders Market represents more than just a physical structure; it symbolizes a new era of inclusive and equitable economic development. By incorporating gender-sensitive design principles and promoting the participation of women in trade, the market seeks to ensure that the benefits of economic growth are shared by all members of society.

The significance of this endeavor lies in its contribution towards creating a secure trading environment, particularly advantageous to the majority female trader demographic. This aspect not only aligns with the EU's broader objectives but also demonstrates its commitment to supporting trade facilitation within the COMESA region's vital corridors. Ambassador Dr. Mohamed Kadah of COMESA commended the EU's substantial financial contribution, acknowledging its role in fostering economic integration and enhancing Zambia's connectivity with neighboring countries.

In essence, the creation of the Mwami Traders Market is a critical step toward fulfilling the common vision of a more inclusive, resilient, and linked regional economy. As things evolve, this effort has the potential to become a symbol of cross-border cooperation as well as a stimulus for the region's long-term prosperity and development.

With its revolutionary potential and unwavering dedication to promoting economic success, the Mwami Traders Market exemplifies the power of international cooperation in creating a better future for all.





DP World Gets 25-Year Lease Extension at Mozambique’s Port of Maputo

Mozambique has approved an extra 25-year extension on the lease of the country’s main Port of Maputo to the operator consortium led by DP World and South Africa’s Grindrod Ltd. The group, which also includes Mozambique’s state-owned railway operator, is called Maputo Port Development Society (MPDC).

The port concession was initially scheduled to run until 2033 but will now expire in 2058 to allow further expansion of the port infrastructure, according to a statement by the Council of Ministers.

In line with this, the government also approved a \$2 billion investment plan to cater for the port expansion. In the recent past, Maputo Port has seen an uptick in cargo handling, especially due to port and rail delays in neighboring South Africa.

During the last year, Maputo Port handled a record volume of 31 million tons of cargo, up more than 16 percent compared to 2022. Around 25 million tons constituted various ore exports, with a significant proportion coming from South Africa, where

miners of chrome, coal, and magnetite are choosing to use Maputo Port. Under the new concession agreement, the capacity of the port is set to increase to 54 million tons per year by 2058, from the current 37 million tons. Priority will be in expanding Matola Coal Terminal next to Maputo, to 18 million tons per year, from 7.5 million tons. Extra storage area will also be created by reclaiming 15 hectares from the sea, according to the recent master plan of the port.

Meanwhile, the annual container handling capacity will increase fourfold to over a million units by 2058. The government formally approved the expansion of the Maputo Port concession area back in 2022. This incorporated an additional area of 138 hectares, thereby expanding the port space from 140 to 278 hectares.

The extended port concession comes as another good news for the Dubai-based DP World, which has massively expanded its footprint within East African Ports. In October, DP World closed a deal with the Tanzanian government, bagging a 30-year concession for the Port of Dar es Salaam.

“The port concession was initially scheduled to run until 2033 but will now expire in 2058 to allow further expansion of the port infrastructure, according to a statement by the Council of Ministers.”



Ethiopian Airline to Boost Weekly Service

Ethiopian Airlines, Africa's largest airline group by fleet size and destinations served, has announced a significant boost in its weekly flights between Zambia and Ethiopia. This expansion, from the current schedule to a total of 18 flights each way, signifies not only growing travel demand but also Ethiopia's continued commitment to strengthening its position as a major aviation hub on the continent.

The move comes at a time when Zambia's tourism industry is experiencing a positive trajectory. The country boasts breathtaking natural wonders like Victoria Falls, vast national parks teeming with wildlife, and rich cultural heritage. Improved accessibility through increased flight frequency is likely to further entice international visitors seeking adventure and cultural immersion. This, in turn, will contribute to Zambia's economic growth through increased tourist spending in areas like accommodation, local transportation, restaurants, and souvenir shops.

The extra flights mean more convenience and flexibility for business travelers. With more options at their disposal, clients may customize their travel plans to meet their unique requirements and make the most of their time in Zambia while also maximizing their productivity at work. Furthermore, more competitive fares may result from the increased market competition, lowering the cost of business travel between the two nations.

The expansion isn't a blanket increase across the board. Ethiopian Airlines has strategically allocated additional flights to cater to the specific needs of different destinations within Zambia. Lusaka, the nation's capital city and a major commercial hub, will continue to be well-connected with 11 flights a week. This

ensures seamless travel for business travelers visiting Lusaka for meetings, conferences, or establishing business partnerships.

Ndola, Zambia's second-largest city and a crucial hub for the country's copper mining industry will experience a more dramatic increase. The frequency of flights from Addis Ababa to Ndola will increase from 5 to 7 each week. This intentional growth reflects Ndola's expanding prominence as a commercial and industrial hub. Easier access is projected to facilitate the movement of workers and freight associated with Zambia's mining industry, thus increasing regional economic activity. More regular flights will benefit not just tourists and business travelers, but also people with personal links to Ethiopia or Zambia. Friends and family can now improve cultural exchange and deepen links between the two nations by visiting more frequently.

Ethiopian Airlines is growing to connect Zambia to the rest of the world, as well as Zambia and Ethiopia. Ethiopian Airlines has a vast network of over 135 worldwide destinations, allowing tourists from Zambia to connect to other parts of Africa, Europe, Asia, and the Americas. Zambia's increasing connectivity makes the country a more appealing tourist destination and opens up a multitude of options for foreign investment and trade.

Ethiopian Airlines' announcement is a positive step for Zambia and the region. It represents not only Zambia's growing importance as a vacation destination but also the airline's dedication to linking Africa and promoting economic progress throughout the continent. Zambia stands to profit from expanded connectivity in terms of tourism, business prospects, and stronger personal links with Ethiopia and the rest of the world.



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Zambia Eyes Railway Revival for Regional Trade Boost

Zambia's Transport and Logistics Minister, Frank Tayali, has called for increased investment in the country's railway sector. This push for modernization intends to streamline the movement of goods not only within Zambia but also across its borders, solidifying the nation's position as a key trade hub in southern Africa.

Minister Tayali's remarks came after the conclusion of the Third Zambia Land-linked Conference and Exhibition in Indaba. This event highlighted the importance of robust transport infrastructure for regional economic development. The Minister emphasized that a revitalized railway system is crucial for Zambia's transformation into a "land-linked nation." Efficient railways would significantly ease the transportation of goods to neighboring countries, fostering stronger trade ties and economic growth across the region.

The need for investment in railways was echoed by Namibia's Deputy Prime Minister, John Mutorwa. He, too, spoke at the Indaba, underlining the importance of collaboration and

solidarity among African nations in developing their transport infrastructure. Mr. Mutorwa, who also serves as Namibia's Minister of Works and Transport, stressed that improved transport networks are essential for accelerating economic progress within the Southern African Development Community (SADC).

A redesigned railway system will not only expedite the movement of goods but also provide a more cost-effective and ecologically friendly car alternative. By creating new jobs in construction, maintenance, and operations, improving the railways will strengthen the nation's economy. Reliable rail service will also facilitate the movement of people and goods throughout Zambia and enhance links inside the country. This improved accessibility may lead to a more fair distribution of resources and the expansion of rural communities.

However, considerable hurdles must be overcome to attain this ambition. Zambia's current railway system requires significant repair. Upgrading rails, signaling systems, and locomotives is critical to ensuring efficient and safe operation. In addition,

securing investment is critical for funding these modifications. The government may pursue public-private partnerships or concessions to private enterprises to harness knowledge and resources for railway renovation.

Beyond physical upgrades, simplifying customs and border processes is critical. Long waits at border crossings can greatly impede the flow of goods and trade. Implementing effective border management systems would speed up the transit of merchandise delivered by rail, making Zambia a more appealing trade partner.

Investing in Zambia's railway sector is a strategic opportunity for not only the country but the entire SADC region. A revived railway network would result in a more connected and wealthy Southern Africa.

Zambia may position itself as a critical commercial corridor by promoting regional trade, attracting investment, and speeding economic growth. The combined efforts championed by Minister Tayali and his Namibian counterpart, Mr. Mutorwa, lay the way for a future in which efficient railways drive economic growth throughout Southern Africa.

Lobito Corridor Secures Near \$1 Billion in Funding

The wheels of progress are turning in Africa, with the historic Lobito Corridor project securing nearly US\$1 billion in funding. This landmark achievement marks the largest single co-investment by the United States and the European Union (EU) in African infrastructure in recent years, signifying a powerful commitment to the continent's economic growth.

The Lobito Corridor is a titan of infrastructure, envisioned as a 1,300-kilometer railway line weaving its way from Angola's bustling Port of Lobito to the resource-rich regions of southern Democratic Republic of Congo (DRC) and northwestern Zambia. This vital artery aims to revolutionize regional connectivity, paving the way for a more integrated and prosperous Africa.

The US International Development Finance Corporation (US DFC) emerged as a key player in mobilizing nearly \$1 billion for the project. Their February 2024 announcement of new financing underscores the significance the US places on the Lobito Corridor's potential to unlock economic opportunities across the region.

However, the US DFC didn't embark on this journey alone. A united front was formed with the European Commission, the African Development Bank (AfDB), and the Africa Finance Corporation (AFC). This collaboration between international organizations and development finance institutions highlights

a growing recognition of Africa's immense potential and the crucial role infrastructure plays in its future.

While the nearly \$1 billion secured is a substantial step forward, the total project cost remains undisclosed. Nevertheless, this massive injection of capital demonstrates a firm commitment from the US, EU, and other stakeholders to see the Lobito Corridor materialize.

The Lobito Corridor goes beyond the limits of a simple railway line. It expresses a vision of a more interconnected and affluent Africa. This project has the potential to alter Angola, Zambia, and the Democratic Republic of the Congo by promoting smoother trade movements, providing job opportunities, and unlocking the economic potential of formerly isolated regions. Consider the possibilities: faster transportation of commodities between countries, better access to resources for worldwide markets, and the establishment of lively economic hubs along the railway's route. This ripple effect can alleviate poverty and empower local communities.

The Lobito Corridor initiative is a source of optimism not only for the three recipient countries but for the entire continent. It highlights the need for international cooperation and smart investment in accelerating Africa's economic growth. With continuous dedication and creative collaborations, this project has the potential to serve as a model for future infrastructure development throughout Africa, paving the way for a better and more linked future.

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UK Invests £9.1 Million in Nakonde Border Post Upgrade

Zambia's ambitions to become a regional transport and logistics hub received a £9.1 million (approximately \$11.3 million USD) shot in the arm with a recent grant from the United Kingdom. This significant investment will be directed towards the modernization of the Nakonde One Stop border post, a critical gateway for trade between Zambia and neighboring Tanzania.

The enthusiastic support for the project was conveyed by the Zambian government through Frank Tayali, Minister of Transport and Logistics. Enhancing trade with Tanzania and solidifying Zambia's position as a regional transit hub are two benefits that Minister Tayali highlighted will come from the improved border station. In addition to meeting Zambia's internal demands, he emphasized that the country's strong infrastructure development is essential to the smooth operation of trade with its neighbors.

British High Commissioner Nicholas Woolley recently visited

Minister Tayali's office to reiterate the UK's commitment to this program.

High Commissioner Woolley emphasized that there are expected advantages that go beyond Zambia. It presently takes six hours to travel between Tanzania and Zambia; the upgraded Nakonde border station is anticipated to cut that time in half. In addition to helping companies and merchants, this transit time decrease is anticipated to boost the overall level of area economic activity.

This partnership between Zambia and the UK is an important step toward creating a more efficient and linked Southern African transportation system. Zambia is in a strong position to maintain its role as a major player in regional trade thanks to the modernization of the Nakonde border post. This initiative could lead to economic growth not only in Zambia but also in its surrounding nations, laying the groundwork for a more wealthy and integrated Southern Africa.

Cape Town Container Terminal Increases Container Volumes

The Cape Town Container Terminal (CTCT) has recently reported a significant boost in its container handling volume, demonstrating an upsurge in activity and efficiency. Over the past three weeks, the terminal has witnessed a remarkable increase of 2,365 containers, raising its average throughput from 5,500 to 7,865 containers. This translates to a notable 43% growth in container handling within a short period, reflecting a positive trend for the terminal and potentially the wider South African maritime industry.

This positive development is attributed to the optimization of the CTCT's electronic container management system, known as Navis. By streamlining processes and ensuring efficient operations, Navis has played a crucial role in enabling the terminal to handle the increased volume effectively. The system's functionalities likely include real-time tracking, optimized yard planning, and improved resource allocation, all contributing to faster turnaround times for cargo movement. This news comes amidst ongoing challenges faced by the South African maritime industry, including concerns over congestion and logistical hurdles. However, the

success story of the CTCT offers a beacon of hope, highlighting the potential for improvement through strategic optimization and technological advancements. The efficient handling of a larger volume of containers suggests an enhanced capacity for the terminal, potentially leading to positive implications for businesses and the local economy. Furthermore, the CTCT's achievement could contribute to a more streamlined and efficient flow of goods throughout the region. Faster turnaround times for cargo movement can benefit various stakeholders, including import and export businesses, retailers, and consumers. This, in turn, could potentially stimulate economic activity and facilitate international trade.

However, it is vital to note that this is a new phenomenon, and long-term growth will be required to establish a clear pattern. Nonetheless, the CTCT's success story demonstrates how technical breakthroughs and operational optimization may result in considerable increases in efficiency and capacity within the marine industry, setting the door for possible future expansion and economic gain.



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Tanzania Reduces Port Charges, Boosting Zambian Trade

Zambia's ambitions to become a regional transport and logistics hub received a £9.1 million (approximately \$11.3 million USD) shot in the arm with a recent grant from the United Kingdom. This significant investment will be directed towards the modernization of the Nakonde One Stop border post, a critical gateway for trade between Zambia and neighboring Tanzania.

The enthusiastic support for the project was conveyed by the Zambian government through Frank Tayali, Minister of Transport and Logistics. Enhancing trade with Tanzania and solidifying Zambia's position as a regional transit hub are two benefits that Minister Tayali highlighted will come from the improved border station. In addition to meeting Zambia's internal demands, he emphasized that the country's strong infrastructure development is essential to the smooth operation of trade with its neighbors. British High Commissioner Nicholas Woolley recently visited Minister Tayali's office to

reiterate the UK's commitment to this program.

High Commissioner Woolley emphasized that there are expected advantages that go beyond Zambia. It presently takes six hours to travel between Tanzania and Zambia; the upgraded Nakonde border station is anticipated to cut

that time in half. In addition to helping companies and merchants, this transit time decrease is anticipated to boost the overall level of area economic activity.

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By 2030, The Shared Mobility Market In Africa Is Expected To Nearly Double In Size

Oliver Wyman, a global management organization, has issued a new report stating that Africa's ride-hailing, e-bike and scooter rentals, and car-sharing businesses are poised for major growth. According to the research "Shared Mobility's Global Impact," the market size is estimated to nearly double from \$4.2 billion now to \$7.8 billion by 2030. Numerous African-specific characteristics contribute to this exceptional growth trajectory.

The fast urbanization that is taking place throughout Africa is a major factor. There is a growing need for economical and effective transportation options as cities grow and their populations rise. Because of increased urbanization, traditional public transportation networks frequently find it difficult to keep up, leaving a need that shared mobility services are well-positioned to fill. For instance, ride-hailing applications provide convenient on-demand transportation and efficiently handle crowded urban areas. Furthermore, a larger population may now use these services due to the increased smartphone prevalence in Africa

Compared to industrialized areas, the percentage of Africans who own cars is still low. This presents a significant opportunity for shared mobility platforms to serve people who may not have the funds or desire to purchase a personal vehicle. Shared mobility provides a flexible and affordable option by enabling users to use transportation only when necessary.

The projected growth of Africa's shared mobility sector also carries positive economic implications. The report

highlights the potential for increased job creation, with an estimated 550,000 income-earning opportunities emerging by 2030.

The majority of these are expected to be within the ride-hailing sector, where drivers can reportedly earn significantly more compared to traditional taxi services. This economic empowerment fosters a ripple effect, boosting local economies and contributing to a more vibrant and connected continent.

However, there are still obstacles to realizing shared mobility's full potential in Africa. In particular, dedicated lanes or pick-up zones for shared mobility vehicles are critical areas for infrastructure development.


Furthermore, drivers and passengers must ensure safety laws are implemented and strictly followed.

“The fast urbanization that is taking place throughout Africa is a major factor. There is a growing need for economical and effective transportation options as cities grow and their populations rise. Because of increased urbanization, traditional public transportation networks frequently find it difficult to keep up, leaving a need that shared mobility services are well-positioned to fill.”

Moreover, combining these services with the current public transit networks can establish a smooth and effective environment for urban

Africa's shared mobility sector is on the brink of significant growth. It is driven by urbanization, the increasing availability of smartphones, and a rising demand for affordable transportation

options. This sector has the potential to transform urban landscapes, generate employment opportunities, and empower communities. To ensure that shared mobility continues to thrive and becomes a cornerstone of a more connected and dynamic future, Africa needs to address infrastructure limitations, prioritize safety, and foster collaboration with public transport systems.



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Clearance Time Reduced to One Third at the Critical Border Post in Zambia

As a land-linked country, it is critical for Zambia to reduce the time and cost for transportation toward affordable and stable commodity price and economic growth. The North-South Corridor, which connects the Port of Durban, the biggest port in South Africa, and Lusaka, carries about 40% of international transport in Zambia. However, the time it takes to cross the borders is the biggest ongoing challenge faced.

Zambia and neighboring countries introduced “One Stop Border Post (OSBP)” to address this challenge. OSBP enables passengers and cargo to cross borders more efficiently by integrating exit and entry procedures. However, operational structures and the capacities of stakeholders are limited.

In this regard, JICA commenced “The Project for Capacity Development on Smooth Operation of OSBPs on the North-South Transport Corridor” with the countries which are located on the Corridor which are Zambia, Zimbabwe, Botswana and

South Africa. The Project is establishing the operational structure and building capacities of stakeholders on the 3 OSBPs. In 2022, a survey on the progress of the Project was conducted, and the report was launched in August 2023.

The survey found that the clearance time for cargo at Kazungula OSBP, which is located at the border of Zambia and Botswana, has been highly reduced from 30 hours to 12 hours, approximately one third. Moreover, the transit time for passengers has been reduced to a few minutes only.

“The North-South Corridor, which connects the Port of Durban, the biggest port in South Africa, and Lusaka, carries about 40% of international transport in Zambia.”

Though the Project has achieved significant outcomes, there remain some challenges. The cargo vehicles still take several hours to cross the border. One of the reasons is that stakeholders have not fully utilized the pre-clearance option.

The Project will seek further improvement for smooth logistics, toward “Zero Stop Border Post” in the future, as was advocated by H.E. Hakainde Hichilema, President of the Republic of Zambia.

Zambia's Lusaka-Ndola Road Upgrade Makes Progress Towards Construction

The much-anticipated upgrading of Zambia's Lusaka-Ndola Road is approaching a key milestone. Eng. Grace Mutembo, Director of the Road Development Agency (RDA), revealed that the concessionaire, MOIC-LN Consortium, is close to getting the requisite funds to begin construction of the dual carriageway. This \$577 million project includes not only the 327-kilometer Lusaka-Ndola Road, but also the renovation of the 45-kilometer Luanshya-Fisenge-Masangano Road.

The project operates under a Public-Private Partnership (PPP) model, marking a shift in Zambia's approach to infrastructure development. This model seeks to attract private sector investment to bridge the gap in funding for critical road projects. Recognizing the urgency of improving road conditions, the Concessionaire began emergency works on the Lusaka-Ndola Road section between Kabwe and Ndola in August 2023. These works, now substantially completed, aimed to improve the road surface through reconstruction, rutting repair, crack sealing, and pothole patching.

Eng. Mutembo further acknowledged the extensive backlog in road maintenance experienced between 2013 and 2020. This period saw a greater focus on construction and rehabilitation, leading to a neglect of maintenance. However, the current administration has prioritized maintenance,

allocating 22% of the 2024 Road Sector Budget to this crucial aspect.

The utilization of PPPs is not limited to the Lusaka-Ndola project. The RDA has actively negotiated and signed seven additional PPP projects to address development needs across the country. These projects include:

- Ndola-Sakania-Mufulira Road
- Lumwana-Kambimba Road
- Katete-Chanida Road
- Chingola-Kasumbalese Road
- Kasomeno-Mwenda Road and Bridge project
- Chingola-Mutanda Road

The Joint Donor and Transport Sector Performance Review Forum, which is currently underway, serves as a forum for the Zambian government to discuss these developments and foster collaboration with various development partners such as the African Development Bank, the European Union, the Japan International Cooperation Agency, the World Bank, and the Millennium Challenge Account.

The progress achieved on the Lusaka-Ndola Road, as well as the emphasis on PPPs, are encouraging steps toward upgrading Zambia's road network and infrastructure. This method has the ability to accelerate vital projects, improve connectivity, and boost the country's economic growth.



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Trade Volatility Spikes Empty Container Movements, Raising Costs and Concerns

The ripples of global trade volatility are impacting the entire logistics chain, with a particularly noticeable effect on the movement of empty containers. Recent reports indicate a significant increase in empty container movements, reaching around 20% higher than pre-pandemic levels. This rise, driven by the shifting sands of trade patterns, presents several challenges for the industry and raises concerns about increased transportation costs and resource inefficiencies.

The underlying cause of this surge in empty container relocations lies in the imbalances created by fluctuating trade volumes. When exports from a specific region outpace imports, it creates a surplus of empty containers at that location. To maintain efficient operations and meet demand in import-heavy regions, these empty containers need to be repositioned, leading to additional transportation costs and resource utilization. This phenomenon is further exacerbated by the ongoing disruptions in global supply chains. Delays and port congestions have caused bottlenecks in container movement,

further complicating the balancing act of repositioning empty containers. Additionally, the rising demand for containerized goods and the limited availability of new containers due to production delays have compounded the pressure on existing container fleets, making repositioning even more crucial.

The consequences of these increased empty container movements are multifaceted. Firstly, they contribute to rising transportation costs, as shipping lines must factor in the additional expense of repositioning empty containers into their overall pricing structure. This can ultimately translate to increased costs for businesses and consumers alike.

Secondly, the additional movements contribute to higher carbon emissions, as these empty containers travel significant distances without carrying cargo. This raises concerns about the environmental impact of the logistics industry, further highlighting the need for sustainable solutions.

Looking ahead, several potential solutions can be explored to mitigate the challenges associated with rising empty container

movements. One approach involves fostering greater collaboration and information sharing within the industry. By sharing data on trade patterns and container availability, stakeholders can better anticipate imbalances and optimize container repositioning strategies. Additionally, exploring alternative shipping routes and utilizing multi-modal transportation options can help streamline movement and reduce reliance on traditional, potentially congested routes.

Furthermore, investing in innovations that enhance container utilization could prove highly beneficial. This could include promoting the utilization of foldable containers, which can collapse when empty, reducing the space they occupy during

transportation. Additionally, exploring more efficient container stacking methods and developing standardized container sizes across different regions can optimize utilization and minimize empty container movements.

In conclusion, the surge in empty container movements arising from trade volatility highlights the complex and interconnected nature of the global logistics network. Addressing this challenge requires a multi-pronged approach, with collaboration, innovation, and a focus on sustainability playing key roles in navigating these dynamic trade patterns and ensuring the efficient and responsible movement of goods globally.

Proflight Resumes Flight Services in Kasama, Boosting the Local Tourism Industry

Joy to the travelers! Resuming flights to Kasama, a major city in Zambia's Northern Province, is Proflight Zambia. Proflight's dedication to linking Zambia's different areas and encouraging tourism is demonstrated by this decision, which also brings easy air travel back to the region.

Travelers were left with long car trips that might take more than 13 hours when the final planned flight to Kasama landed in December 2018. A new age of quick and simple travel has begun with the arrival of Proflight's Jetstream 41 aircraft, which has 29 seats, at Kasama airport.

Proflight's leadership is thrilled about this re-launch. Captain Josias Walubita, Director of Flight Operations, emphasizes their dedication to providing world-class air services while fostering connections within Zambia. He highlights Proflight's role in creating unforgettable travel experiences and opening doors to exciting possibilities for both business and leisure travelers.

This new service offers a significant advantage: time savings.

Imagine ditching the long, tiring road trips and reaching Kasama in just 1 hour and 30 minutes with a direct flight from Lusaka. Proflight also offers flights via Mansa, taking about 2 hours and 30 minutes.

The flight schedule caters to both business and leisure needs. Direct flights depart from Lusaka on Tuesdays, leaving at 8:00 am and arriving in Kasama by 9:30 am. Thursdays offer a flight via Mansa, departing Lusaka at 8:00 am and reaching Kasama by 10:25 am. Return flights operate on Thursdays and Tuesdays, ensuring seamless travel back to Lusaka.

Beyond convenience, these flights unlock the doors to Kasama's breathtaking beauty. From cascading waterfalls and rejuvenating hot springs to the majestic Lake Tanganyika, Kasama offers a treasure trove of natural wonders. Proflight sees this re-launch as an opportunity to contribute to Zambia's tourism industry and economic growth.

“Beyond convenience, these flights unlock the doors to Kasama’s breathtaking beauty. From cascading waterfalls and rejuvenating hot springs to the majestic Lake Tanganyika, Kasama offers a treasure trove of natural wonders.”

Their dedication goes beyond flying. In an effort to raise awareness of Kasama, Proflight will provide travelers with a taste of the area by bringing Kasama coffee on board. This particular touch demonstrates the airline's commitment to promoting regional companies and highlighting Kasama's greatest qualities. Thus, Proflight

is the only option if you've been itching for an adventure in Zambia and want to discover the delights of Kasama. They're your ideal travel companion for an amazing Zambian holiday because of their easy flights and dedication to promoting the area.

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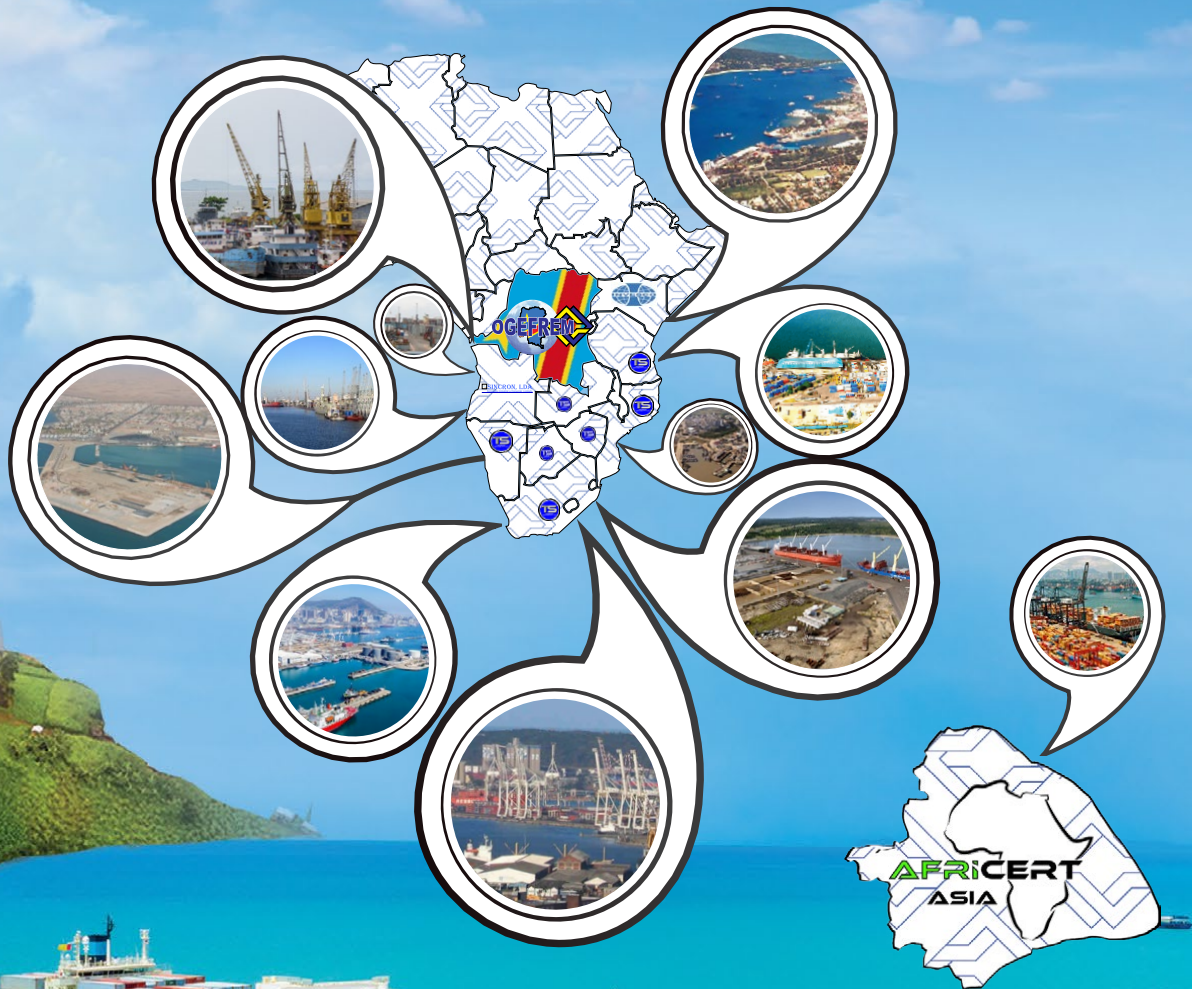


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Unlocking Mozambique's Logistics Potential

DSV hosted its third logistics workshop in Mozambique, with a focus on overcoming bottlenecks in Mozambique's transport and logistics network. Organized with Standard Bank Mozambique, DSV Mozambique Managing Director, Philipp Büchler said the workshop was attended by more than 100 of the country's key role-players in the important transport and logistics sector.

According to the World Bank, Mozambique's medium-term economic outlook is positive, with growth expected to accelerate to 6% over 2023-2025, driven by continued recovery in services, increased liquefied natural gas production (LNG), and high commodity prices. However, downside risks linked to climate shocks, security risks, and food and fuel price pressures could lower medium-term gross domestic product (GDP) growth to 4.5%.

Philipp said the company had benefited from the country's growth in renewable energy and oil and gas. "The workshop brought together role-players to help resolve challenges around logistics challenges and bottlenecks, customs, exemptions processes, pricing and explore opportunities. To this end, we requested the presence of those institutions which play a decisive role in the decisions importers and exporters take each day and were gratified at the response and attendance at the workshop", Büchler said.

DSV's head of Customs, Shabnam Essa, said compliance was critical and the foundation for much of DSV's work, she further said the company made a point of working with companies who had the same commitment and respected the legislation of the host country.

The high level speakers included:

- Castigo Magalhaes - Standard Bank spokesperson on customs payment terms
- Mauro Pereira - Vice President of Chamber of Customs brokers of Mozambique (CDA) outlining challenges encountered in customs clearance processes
- Geraldo Albasini - INNOQ (an autonomous body operating under the Ministry of Industry and Trade, responsible for the promotion of standardization

and quality in the manufacturing of products and the performance of services) presented a paper on conformity assessment programs.

- Avelar Silva - General Director of INTERTEK (which supports exporters to Mozambique with conformity assessments and certification for the Mozambique CAP) spoke about the implementation of the Conformity Assessment Programme in Mozambique.
- Fausto Mussa - Standard Bank assessed Mozambique's economy and outlook
- Elthon Chamane - ACLM (local content association) spoke on local content
- Fabio Vidulich - ESA (a civil engineering consultancy) presented on "Bottlenecks in Logistics-route Investigation"
- Pedro Ascencao - General Director of Transcrane Logistics with a team led an open discussion on logistics bottlenecks and how to fix them.



Zambia Aims to Curb Road Fatalities with Relaunch of Fleet Safety Management Initiative

In a bid to combat the alarmingly high number of road fatalities in Zambia, authorities have relaunched the Fleet Safety Management initiative. The relaunch emphasizes the crucial role of defensive driving in mitigating accidents. By equipping drivers with the skills and knowledge to anticipate hazards and react defensively, the initiative aims to empower them to navigate Zambia's roads more safely.

Additionally, the program highlights the importance of comprehensive fleet safety management, encompassing various strategies to create a safer transportation environment.

Hon. FRANK TAYALI, Minister of Transport and Logistics and a key player in the relaunch, underscored the initiative's fundamental goal: to directly address Zambia's high rate of traffic accidents. Statistics show that a considerable proportion of these incidents are caused by human error, emphasizing the importance of focused interventions such as defensive driving instruction.

The effort extends beyond merely training drivers. It also aims to tighten legislation and enforcement measures. The program's goal is to discourage risky conduct and encourage safe driving habits by enforcing harsher traffic regulations and keeping drivers accountable for their decisions.

Furthermore, the program stresses the importance of vehicle maintenance in guaranteeing road safety. Regular and comprehensive inspections, together with rapid repairs and replacements, are critical for maintaining cars in good condition and reducing the chance of mechanical problems that might lead to an accident.

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The relaunch also recognizes the power of technology to improve safety precautions. The initiative's goal is to acquire real-time information into driver behavior, vehicle performance, and route optimization by incorporating telematics and safety technology into fleet operations. This data may be used to proactively detect and fix possible concerns, averting accidents before they happen.

In addition to saving lives, this increasing emphasis on fleet safety management has important economic advantages.

The program can lessen healthcare expenses, missed work, and the psychological toll that these tragedies take on the families of those killed in traffic accidents. Additionally, by promoting the efficient movement of products and services, safer roadways may promote economic growth.

This effort depends on cooperation and shared accountability to succeed. All stakeholders, including government bodies, fleet managers, motorists, passengers, and the community at large, bear responsibility for promoting road safety.

Together, Zambians can make the country's transportation system safer and more environmentally friendly for everyone.

The revival of the Fleet Safety Management effort by the Zambian government is a positive step toward enhancing road safety. This program has the potential to drastically lower Zambia's traffic deaths by encouraging safe driving habits and creating a culture of safety.

But all parties involved in this program—fleet operators, governmental bodies, civil society groups, and the general public—must work together for it to be successful. Zambia can only accomplish its objective of providing safer roads for its people by working together and taking a holistic strategy.



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