

TRANSPORT & LOGISTICS

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Editor's Note

Dear Reader,

Welcome to our July/September 2025 issue! In this edition, we explore the significant transformations occurring in Africa's cross-border trade and customs, driven by modernization initiatives, enhanced regional integration, and strategic incentives aimed at improving intra-African trade and boosting global competitiveness. Ten prominent African markets—Kenya, Ghana, South Africa, Tanzania, Uganda, Zambia, Namibia, Rwanda, Egypt, and Nigeria—are actively updating their trade laws and procedures to align with new regional and international standards, as outlined in PricewaterhouseCoopers' (PwC) 2025 Africa Customs and Cross-Border Trade Guide.

We also highlight the efforts of the Walvis Bay Corridor Group (WBCG) to establish a major new trade route connecting Kolwezi in the Democratic Republic of Congo (DRC) to Walvis Bay in Namibia.

This strategic corridor, informally referred to as the “North-Western Corridor,” is poised to transform regional logistics by offering a faster, shorter, and more efficient alternative to existing routes.

We hope you find this issue insightful and engaging!

Editorial Specialist,
Gladys Kapto



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Unitrans Drives Innovation to Meet Africa's Evolving Logistics Needs

As Africa's logistics sector undergoes rapid change, Unitrans is solidifying its position as a trusted and forward-thinking supply chain services partner. With a focus on customer-specific solutions and a firm commitment to supporting the continent's long-term growth, the company is delivering real impact through smart technology, data-driven strategies and strong partnerships.

"The African logistics landscape is changing rapidly," says Edwin Hewitt, CEO of Unitrans. "And companies like ours must change with it. There's no one-size-fits-all approach anymore. Success lies in tailored solutions, flexibility and relentless innovation rooted in real-time data, technology and collaboration."

A Century of Experience, a Future of Agility

With over 100 years of experience and operations spanning 10 African countries, Unitrans is well-equipped to solve the continent's complex and diverse logistics challenges. Each year, the company transports 4.4 billion litres of fuel and chemicals, operates a fleet



Edwin Hewitt, CEO of Unitrans

of 4 000 vehicles across 300 million kilometres and manages 100 000 hectares of sugarcane. In addition, its commuter services move over 80 million passengers annually.

"In this business, we've learned to be adaptable," says Hewitt. "We don't just react to change, we plan for it. Our teams bring together industry knowledge with technologies like AI, telematics and smart analytics to enhance performance across the supply chain."

From poor infrastructure and volatile demand to geo-political uncertainty and extreme weather, African markets face a unique set of challenges. But for Unitrans, these hurdles present opportunities for innovation. The company's tailored solutions range from drone technology

in agriculture to advanced telematics in transport - all aimed at improving efficiency, safety and sustainability.

The Power of Collaboration and Integrated Partnerships

A key driver of this success is collaboration. "You can't succeed in this space without strong, strategic partnerships," says Hewitt. "Whether it's working with customers to forecast demand or integrating live data across the supply chain, collaboration is not optional - it's essential."

This approach is reflected in Unitrans's commitment to integrated partnerships where all players share in the risk, the work and the reward. Such alignment enables more agile, responsive operations and reduces friction across the supply chain.

Technology is another cornerstone of Unitrans's strategy with significant investment directed toward advanced systems and tools. However, according to Hewitt, real value comes not just from adopting new technology but from fully integrating it. "Technology only delivers results when it's embedded into daily operations. Every system we use must improve productivity, reduce risk and enhance safety. That's where true transformation happens." Looking ahead, the company remains focused on building resilient, future-ready logistics networks that can power African growth.

"Strong relationships with suppliers, logistics providers and technology partners will be critical. By working together and leveraging the right tools, we can build supply chains that are robust, agile, sustainable and ready for whatever comes next," concludes Hewitt.



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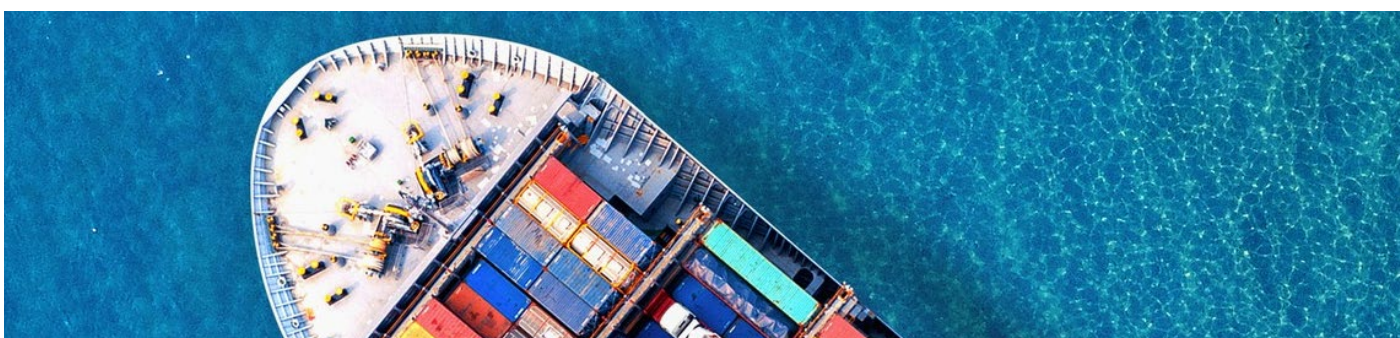
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CLM Launches New Logistics Terminal at Agility Logistics Park in Maputo

Corredor Logístico de Maputo (CLM) has selected Agility Logistics Park in Maputo to be the location of its new logistics terminal, office, and distribution centre, in a huge boost to Mozambique's logistics sector. The development is a giant step towards increasing the cargo handling and transit capacity in the country, and the project will propel national and regional supply chains.

The new CLM terminal will span 7,000 square meters in Agility Logistics Park, a state-of-the-art, 24/7 secure facility with world-class warehousing to international standards. The terminal will process more than 50,000 tonnes of in-transit cargo annually. In addition to its transit

function, the terminal will also provide short-term storage capacity for staple food commodities to provide a steady domestic supply and assist in national food security.

Neide Tsenane, Country Lead of Agility Logistics Parks Mozambique, welcomed the partnership, saying, "We are pleased to have Corredor Logístico de Maputo become part of our facility and honored that they have chosen Agility as the location for their new logistics terminal." She pointed out that CLM's presence at the park is part of Agility's strategy to facilitate trade, enhance supply chains, and support the economic growth of Mozambique. "At Agility, we're committed to offering flexible, efficient,

and sustainable warehousing solutions that help our clients scale and succeed," she added.

The CLM project will be developed as an integrated service centre. The terminal will incorporate the one-stop-shop concept by grouping essential services together in one place. They will be Mozambique's Tax Authority (AT), Kudumba MC-Net, the National Migration Service (SENAMI), customs brokers, and freight forwarders. The purpose is to make cargo processing easier, reduce delays, and improve logistics efficiency overall.

Macuácuá also called attention to the strategic nature of the investment,

highlighting that the terminal paves the way for the future construction of a dry port. This would integrate national logistics corridors and coastal shipping (cabotage) operations. He said the infrastructure provided by Agility Logistics Parks was ideal for making possible such an ambitious project.

Strategically located in the Chiango area of Marracuene District, the Agility Logistics Park is near principal transport links, including the Maputo Ring Road, the Port of Maputo, Maputo International

Airport, the N4 highway to South Africa, and Maputo's Central Business District – all within a 25-kilometre radius.

It has a total area of 320,000 square metres, wherein 32,000 square metres of built-up warehouse space and 10,000 square metres of open yard were developed under the first phase. Due to its high demand, the park is being further expanded under the second phase of development that would add another 27,000 square metres of warehouse space to the existing 32,000 square metres of Grade A logistics space, aggregating to a

total of about 60,000 square metres.

Agility Africa CEO Geoffrey White said the availability of quality, ready-to-occupy warehouse space enables faster, more affordable operations. "It reduces capital requirements on businesses, accelerates market entry, and stimulates economic growth," he said. Agility Logistics Parks is increasing its footprint in Africa with parks in Mozambique, Côte d'Ivoire, Ghana, Nigeria, and Egypt – over 1.4 million square metres of industrial real estate in Africa.

Zalawi Is Enhancing Its Presence by Introducing a New Fleet in Walvis Bay

Zalawi, which is now fully integrated into the Africa Global Logistics (AGL) group in Namibia, has officially commenced operations in the bustling port city of Walvis Bay. This launch is marked by the introduction of a fleet of brand-new, state-of-the-art trucks designed to meet the highest industry standards.

We are thrilled to announce this significant strategic milestone, which greatly enhances the value of our logistics services across the Southern African region. This expansion not only broadens our operational footprint in key markets but also strengthens our ongoing commitment to delivering efficient, reliable, and forward-looking transport solutions. Benjamin Stenning, Managing Director of Zalawi Group in Namibia, expressed his enthusiasm for this development in a recent LinkedIn post.

Strategic Benefits for Our Customers:

- **Strengthened Corridor Capabilities:** Zalawi's advanced fleet significantly improves our end-to-end logistics along the critical Walvis Bay Corridor, which

connects inland markets like Zambia and Botswana to essential global trade routes. This strategic linkage facilitates smoother trade operations and reduces transit times.

- **Enhanced Customer Experience:** By maintaining direct control over our road transport operations, we can achieve greater coordination in logistics processes, resulting in fewer handovers and higher service quality. This leads to a more seamless experience for our customers, enabling them to meet their supply chain demands more effectively.

- **Increased Reliability:** Our new, cutting-edge trucks work in concert with our established AGL infrastructure, which consists of a network of well-maintained storage facilities and efficient routing systems. As a result, customers can rely on unmatched consistency and predictability in delivery schedules.

- **Boost to Namibia's Economy:** This substantial investment not only creates local employment opportunities but also expands the country's trade capacity. By enhancing logistics services, we are actively contributing to the national

and regional economic development, supporting various industries in the process.

- **Environmental Responsibility:** Our selection of fuel-efficient vehicles is part of our commitment to sustainability. These trucks significantly reduce carbon emissions and are designed to support eco-friendly logistics practices throughout the supply chain, aligning with global environmental goals.

This expansion is a key component of AGL's larger vision to position Namibia as a premier logistics hub for Southern Africa. With Zalawi operating from Walvis Bay under the AGL umbrella, we are bolstering the strength, scale, and agility necessary to effectively support both importers and exporters in this dynamic region.

I invite our partners and clients to reach out to us and explore the many ways in which this development can optimize your supply chain. Our dedicated team is prepared to demonstrate how our expanded capabilities can facilitate growth and drive your business forward, as emphasized by Benjamin Stenning.



Fastjet Expands Regional Presence with APG Zambia Appointment as General Sales Agent

Fastjet Zimbabwe has taken a significant step in strengthening its regional presence by appointing Air Promotion Group (Zambia) as its official General Sales Agent (GSA) in Zambia. This strategic move comes as the airline continues its expansion in southern Africa, following the recent launch of flights between Harare, Zimbabwe, and Lusaka, Zambia. The appointment of APG Zambia is expected to play a crucial role in fastjet Zimbabwe's efforts to enhance customer access and grow its brand in the Zambian market.

APG delivers a wealth of experience and in-depth knowledge of the local travel market to Zambia, where it has a long history. They are the perfect partner for Fastjet Zimbabwe because of their proven track record in airline representation, sales, and customer service. According to

the airline, APG Zambia's robust network and comprehension of the local market dynamics will be crucial in promoting expansion, enhancing client interaction, and raising ticket sales throughout Zambia.

Vivian Ruwuya, Chief Commercial Officer of fastjet Zimbabwe, stated, "We are thrilled to welcome APG Zambia to the fastjet Zimbabwe network." "With APG's vast experience and committed sales team on the ground, we are confident in their ability to deliver excellent service and increased reach for our products and services in Zambia, a new and important market for us." Ruwuya's remarks demonstrate Fastjet's faith in APG Zambia's capacity to expand the airline's client base and help it achieve its business objectives in this exciting new market.

APG Zambia will be in charge of several crucial services in its capacity as the general sales agent. These include marketing and selling Fastjet flights, responding to consumer questions, and offering assistance to corporate clients and travel brokers around the nation. Through this cooperation, fastjet's services will be more easily accessible to Zambian passengers, whether they are traveling between Zambia and Zimbabwe for business or pleasure.

Fastjet Zimbabwe customers in Zambia may now conveniently book and pay for their flights at APG Zambia's conveniently located offices. These are situated at Office F06 on the first floor of the concourse area at Kenneth Kaunda International Airport and at The Grove on Ngwerere Road in the center of Lusaka. It is expected that these facilities

will significantly improve customer convenience, especially for those who prefer in-person transactions or want direct help.

Fastjet Zimbabwe's larger plan to increase its regional presence, enhance service quality, and forge closer ties with clients

and business partners is in line with the hiring of APG Zambia. Fastjet Zimbabwe is expanding its market accessibility in Zambia and putting itself in a better position to compete in the southern African aviation sector by collaborating with a reputable and seasoned GSA.

Fastjet Zimbabwe's dedication to offering

dependable, reasonably priced air travel while promoting regional connections is demonstrated by this partnership. Now that APG Zambia has joined, the airline is in a strong position to increase its influence in Zambia and provide passengers in both nations with greater service.

Zambia, China Partner to Develop Strategic Kapiri Mposhi Dry Port Project

The Zambian government has begun formal engagements with Chinese partners to develop the Kapiri Mposhi Dry Port, a transformative transport infrastructure project located in Central Province. This initiative aims to boost trade efficiency and regional connectivity through enhanced logistics infrastructure. The announcement followed a high-level meeting held on Friday between Zambia's Minister of Transport and Logistics, Frank Tayali, and a visiting Chinese delegation led by Erkin Tuniyaz, Governor of China's Xinjiang Uyghur Autonomous Region.

During the meeting at his Lusaka office, Minister Tayali expressed gratitude for China's continued support toward Zambia's economic development, particularly in the transport and logistics sectors. He welcomed the delegation's interest in the Kapiri Mposhi Dry Port and encouraged them to explore broader investment opportunities across other sectors of the Zambian economy. Tayali emphasised that the Zambian government remains committed to strengthening partnerships that promote national and regional economic transformation.

Kapiri Mposhi is strategically located at the intersection of the Tanzania-Zambia Railway Authority (TAZARA) line and Zambia Railways, making it a vital hub along the Central Corridor. This trade route links Zambia to the Southern

African Development Community (SADC) region, offering a key gateway for imports and exports. The proposed dry port will act as a major inland logistics centre, alleviating congestion at seaports, streamlining customs clearance, and facilitating the smooth movement of goods throughout Zambia and its neighbouring countries.

According to Minister Tayali, the Kapiri Mposhi Dry Port project is expected to deliver significant economic benefits, including job creation, improved supply chains, and increased trade volumes. "The proposed infrastructure will include container handling facilities, bonded warehouses, customs inspection zones, improved road and rail connectivity, and modern ICT systems for cargo tracking," he said. These elements are designed to create a fully integrated logistics hub that meets international standards.



Using a Public-Private Partnership (PPP) format, the initiative will solicit funding from private investors as well as development financing organizations such as the World Bank and the African Development Bank. According to Tayali, the project's land has been acquired, feasibility studies have already been finished, and initial design work has begun. Continuous stakeholder consultations are also conducted to guarantee community support and involvement.

Minister Tayali noted that the Ministry of Transport and Logistics is now focused on finalising partnerships to initiate phased implementation of the project. He described the dry port as a "transformative project with the potential to reshape regional logistics and trade." Its successful execution is expected to position Zambia as a central player in regional trade, reducing dependence on congested coastal ports and cutting transit times for goods moving within and beyond Zambia's borders.

Tayali reaffirmed the government's strong commitment to the project and extended his appreciation to the Chinese delegation for their interest. He underscored that the time for strategic investment in Zambia's infrastructure sector is now, with the Kapiri Mposhi Dry Port offering a promising gateway to long-term regional economic growth and integration.

FAW Trucks Southern Africa Celebrates 31 Years of Resilience and Innovation, Backed By 72 Years of Global Excellence from China

A Legacy of Strength: FAW Trucks Southern Africa Marks 31 Years

FAW Trucks Southern Africa proudly commemorates 31 years of persistence, progress, and performance in the commercial vehicle industry. Since its inception in 1994, FAW Trucks Southern Africa has grown into a trusted partner for businesses across the region. This milestone is reinforced by the 72-year global expertise of FAW China, which has pioneered innovation and reliability since First Automobile Works (FAW) was founded in Changchun, China, in 1953.

FAW Trucks Southern Africa and the Global Legacy of FAW China

With the theme “31 Years of Persistence, Progress & Performance,” FAW Trucks Southern Africa celebrates regional success while honouring FAW China’s global legacy. Over its 72-year journey, FAW China has evolved into a leading

commercial vehicle manufacturer, producing more than 50 million vehicles. FAW Trucks Southern Africa benefits from this extensive expertise, ensuring high-quality, durable trucks built to meet the region’s unique demands—ranging from urban logistics to heavy-duty mining operations. Every vehicle assembled at FAW’s state-of-the-art Eastern Cape facility is backed by FAW China’s cutting-edge research, advanced manufacturing processes, and commitment to quality.

31 Years of Innovation: FAW Trucks Southern Africa’s Commitment to Excellence

“Our 31 years in Southern Africa are built on the foundation of FAW’s 72-year legacy in China,” said Mr. Jian Yang, at FAW Trucks Southern Africa. “This global endorsement provides us with unparalleled expertise, enabling us to deliver vehicles that combine innovation,

reliability, and performance, meeting the evolving challenges of our customers.”

FAW China’s Heritage Driving Southern Africa’s Success

FAW China’s journey began with the production of the iconic Jiefang truck, a symbol of industrial progress. Today, the company exports commercial vehicles to over 80 countries, supported by continuous investment in research and development. This commitment to technological advancement has led to groundbreaking innovations in fuel efficiency, safety, and sustainability. For Southern African customers, this translates into a range of versatile trucks, from light delivery vehicles to extra-heavy-duty models, all built to withstand tough conditions and backed by FAW’s global quality standards.

FAW Trucks Southern Africa: Local Production with Global Standards



FAW Trucks Southern Africa's Eastern Cape manufacturing facility ensures vehicles are purpose-built for regional challenges, supporting job creation and economic growth. Backed by a comprehensive dealer network, FAW offers tailored solutions and rapid service across industries such as logistics, construction, agriculture, and mining.

Looking Ahead: The Future of FAW Trucks Southern Africa

FAW Trucks Southern Africa remains committed to sustainable practices and technological advancements, ensuring long-term success for businesses and communities alike.

"Thank you, Southern Africa, for driving with FAW Trucks and making it happen the FAW way," added Mr. Jian Yang. "With the backing of FAW's 72 years of global excellence, we continue delivering commercial vehicle solutions that empower businesses and communities."



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Grindrod Logistics in Partnership with Maersk Achieves Unprecedented ISO Certifications

Grindrod Logistics (GLO), in partnership with Maersk, has achieved a groundbreaking milestone in the South African logistics industry by securing four prestigious ISO accreditations through an integrated audit approach:

- **ISO 22000** – Food Safety Management System
- **ISO 9001** – Quality Management System
- **ISO 14001** – Environmental Management System
- **ISO 45001** – Occupational Health and Safety Management System

This remarkable achievement

underscores Grindrod Logistics' commitment to operational excellence, supply chain efficiency, sustainability, and resilience. By attaining these certifications, GLO has strengthened its ability to deliver on stakeholder expectations, ensuring compliance with global best practices while enhancing safety, environmental responsibility, and service quality. JC Auditors is delighted and proud to have supported Grindrod Logistics in achieving these certifications.

A Benchmark for the Industry

Achieving four ISO certifications simultaneously is a rare feat in South

Africa, particularly within the highly dynamic and demanding logistics sector. These certifications position GLO at the forefront of global logistics excellence, reinforcing its capability to manage risk, optimise operations, and contribute to a more sustainable supply chain.

Overcoming Challenges and Demonstrating Excellence

The journey to certification was not without its challenges. The project required meticulous planning, seamless coordination across multiple sites, and an unwavering commitment to compliance.

Key highlights of this success include:



• Navigating Real-World

Complexities: The process demanded overcoming hurdles such as engineering approvals, weather-related delays, and the challenge of maintaining full operational capacity during construction while adhering to strict certification deadlines.

• Multi-Site Implementation:

Establishing an Integrated Management System (IMS) across six sites in four provinces required exceptional communication and project management skills.

• **First-Time Achievement:** This was the first time that GLO team members, Lungelo Masondo and Chantell Visser, developed and implemented an IMS system from inception to completion—a testament to their dedication and expertise.

• **Rigorous On-Site Auditing:** Anil Lazarus, with extensive experience in ISO compliance, conducted audits across all six sites, ensuring that every procedure met the stringent requirements of international standards.

The Role of JC Auditors – Expertise in Integrated Auditing

JC Auditors (JCA) played a pivotal role in guiding GLO through the complex certification process. The integrated audit approach ensured a streamlined, efficient certification journey, reducing duplication and optimizing resource allocation. JCA's methodology emphasised:

• **Risk-Based Thinking:** Identifying key risks across the various operational sites and implementing proactive measures to mitigate them.

• Stakeholder-Centric Approach:

Aligning certification efforts with customer expectations, industry requirements, and regulatory compliance.

• **Sustainability and Continuous Improvement:** Ensuring that GLO's management systems support long-term environmental, health, and safety objectives while enhancing business resilience.

Oliver Naidoo, Managing Director of JC Auditors, commended Grindrod Logistics on this outstanding achievement: "Attaining multiple ISO certifications in a single integrated audit is an extraordinary accomplishment.

This success not only elevates Grindrod Logistics as a leader in the logistics industry but also demonstrates the power of structured, strategic management systems in enhancing operational efficiency, sustainability, and supply chain resilience."

A Future Built on Excellence

Grindrod Logistics' newly acquired ISO accreditations are not merely milestones, but stepping stones toward ongoing innovation and improvement. As the company continues to push the boundaries of logistics excellence in Southern Africa, it remains committed to refining its processes, enhancing stakeholder confidence, and contributing to a more sustainable and efficient supply chain.

This achievement reaffirms that world-class standards are attainable within the South African logistics industry, setting a precedent for others to follow. With a firm foundation built on quality, safety, and environmental stewardship, Grindrod Logistics in partnership with Maersk is poised to shape the future of sustainable and resilient supply chains.

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Launching the Africa Ports, Logistics and Infrastructure Summit: Accelerating Trade, Transforming Transport, Powering Development

As Africa embarks on a remarkable journey of industrialisation and economic integration, Mozambique is rapidly establishing itself as a vital strategic gateway for global trade and investment. In response to this, the inaugural Africa Ports, Logistics & Infrastructure Summit, officially endorsed by the Ministry of Transport and Logistics of Mozambique, will take place on Tuesday 23 September 2025 in Maputo, alongside the milestone 10th anniversary of the Mozambique Gas & Energy Summit & Exhibition.

Organised by dmgevents in collaboration with the Ministry of Transport and Logistics of Mozambique, this first of its kind Africa Ports, Logistics & Infrastructure Summit will gather over 300 high-level stakeholders from 25 countries, including government officials, port authorities, infrastructure developers, logistics providers, and global investors.

In his official endorsement letter Hon. João Jorge Matlombe, Minister of Transport and Logistics, Republic of Mozambique shared that “As Africa enters a new era of industrialization, Mozambique’s potential places it at the forefront of global investment. The

country is rapidly developing its energy, ports, logistics, and infrastructure sectors, positioning itself as a strategic gateway to global markets.”

“

As Africa enters a new era of industrialization, Mozambique’s potential places it at the forefront of global investment.

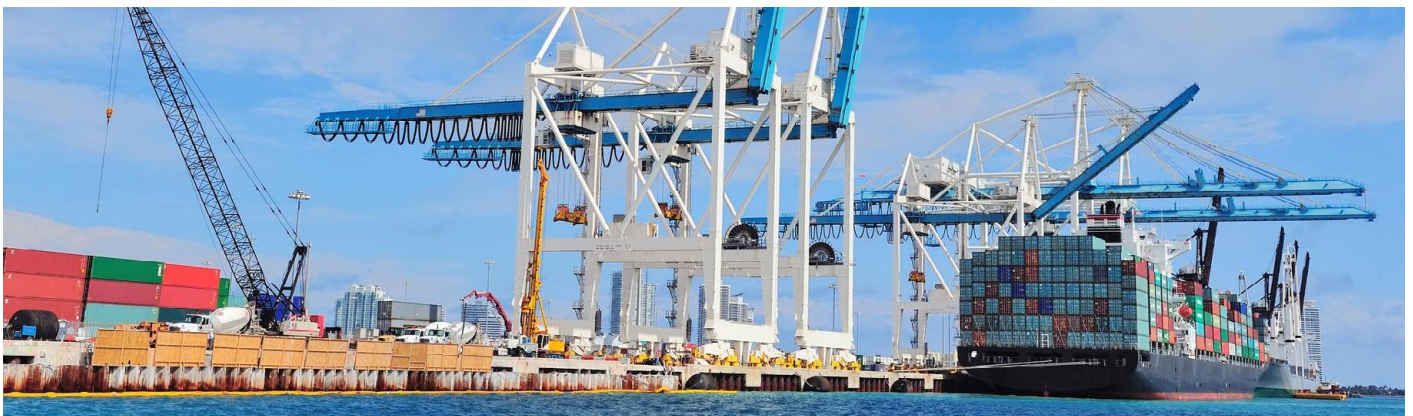
Hon. João Jorge Matlombe,
Minister of Transport and Logistics, Republic of Mozambique

This landmark event promises to be a driving force for sustainable development across the continent. It will delve into Africa’s opportunities in ports, logistics, and infrastructure, elements essential for enhancing trade and improving connectivity. Key areas of focus will encompass the creation of cross-border corridors, the integration of multimodal transport systems, the establishment of green and resilient infrastructure, the advancement of digital freight solutions, and the promotion of innovative public-private partnerships.

Mozambique’s strategic infrastructure ambitions are underscored by major projects such as the USD \$6.5 billion Ponta Techobanine Port, the USD \$785 million Maputo-Katembe Bridge, and major regional corridors stretching from Dar es Salaam to Nacala and Durban to Walvis Bay. These initiatives position the country as a pivotal hub for Southern Africa and beyond.

The Africa Ports, Logistics & Infrastructure Summit will act as a catalyst for investment, collaboration, and long-term planning, laying the foundation for a more integrated and prosperous future for Mozambique and the continent at large.

Participants will benefit from unparalleled insights into infrastructure trends, project financing, and regional collaboration. The Summit will feature high-level keynote addresses, expert-led panel discussions, and case studies showcasing transformative infrastructure projects across Africa. Delegates will gain access to strategic networking opportunities, connect with key decision-makers, and engage in dialogues that shape the future of ports, logistics, and infrastructure on the continent.



Africa's Customs and Cross-Border Trade Enter a New Era of Reform and Integration

Africa's cross-border trade and customs are changing dramatically due to modernization initiatives, increased regional integration, and strategic incentives meant to improve intra-African trade and increase global competitiveness. Ten major African markets—Kenya, Ghana, South Africa, Tanzania, Uganda, Zambia, Namibia, Rwanda, Egypt, and Nigeria—are actively changing their trade laws and procedures to conform to new regional and international realities, according to PricewaterhouseCoopers' (PwC) 2025 Africa Customs and Cross-Border Trade Guide.

The African Continental Free Trade Area (AfCFTA), which all ten nations have signed and approved, is a key factor in this change. Through trade barrier removal, customs procedure harmonization, and the opening of new economic opportunities throughout the continent, the AfCFTA aims to enhance intra-African commerce.

While each country has a different level of implementation, there has been improvement. For example, Namibia exported mineral goods like diamonds and uranium in March 2025, marking its first AfCFTA shipment, and Nigeria exported goods like smart cards, bags, and shea butter to Egypt and Kenya in July 2024 as part of the AfCFTA Guided Trade Initiative.

The report also emphasizes how nations are updating their customs systems to expedite border processes, increase transparency, and shorten clearing times. In addition to increasing trade flow efficiency, these measures are essential for fostering long-term economic growth. In addition, regional



economic communities like the Common Market for Eastern and Southern Africa (Comesa), the Economic Community of West African States (ECOWAS), the Southern African Customs Union (Sacu), and the East African Community (EAC) are essential in lowering trade barriers and standardizing practices.

EAC member states—Kenya, Uganda, Tanzania and Rwanda—benefit from a customs union governed by the EAC Customs Management Act of 2004, allowing duty-free trade within the region and a Common External Tariff (CET) on imports. Similarly, ECOWAS member states Ghana and Nigeria implement CET bands from 0% to 35% and participate in the ECOWAS Trade Liberalisation Scheme to encourage duty-free regional trade. In southern Africa, Namibia and South Africa enjoy duty-free trade and shared customs revenues through Sacu, while Zambia applies preferential tariffs under both Sadc and Comesa.

Incentives like bonded warehousing, duty remission, and manufacture under bond schemes are also being used to attract investors and encourage exports. Egypt exempts electric vehicles, medicines, and agricultural goods from customs duties, supporting both environmental and

health goals. Uganda and Tanzania offer duty exemptions for specific sectors such as mining and horticulture, and Nigeria supports export-oriented industries through its manufacture under bond programme.

Authorized Economic Operator (AEO) programmes are further enhancing efficiency at borders. In Tanzania, 36 companies had AEO status by early 2025, benefiting from faster clearance and reduced inspections. South Africa's AEO programme offers similar advantages, including quicker refunds and lower security costs.


Despite all these positive developments, challenges remain. The PwC report warns of ongoing non-tariff barriers, especially within the EAC. These include complex rules of origin and persistent trade imbalances, which could undermine efforts to boost regional trade.

The continent is making significant strides towards creating a more unified, efficient, and competitive trade environment. With sustained reforms and committed implementation of the AfCFTA, Africa is positioning itself for stronger economic resilience and deeper global trade integration.

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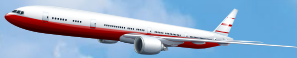
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Mice Travel Takes Flight with Proflight Zambia



Driving Business Tourism and Fostering Regional Connectivity Through Strategic Partnerships

As global business travel continues to gain recognition for its economic value, Zambia's leading scheduled airline, Proflight Zambia is taking to the skies as it positions itself as a key enabler of MICE (Meetings, Incentives, Conferences, and Events) travel both domestically and across the region.

Proflight Zambia has recognised this growing segment and is working hand in hand with corporate bodies, professional associations and tourism agents to facilitate seamless business travel. The airline offers discounted fares, group travel packages and flexible booking options for MICE delegates, whether flying within Zambia or to regional destinations such as Johannesburg and Cape Town in South Africa.

"As Proflight Zambia, we want to

ensure that business travel is an enabler of industry growth and national development," said Proflight Zambia's Director of Flight Operations, Captain Josias Walubita. "Our MICE travel solutions form part of our broader mission to connect people, dreams, ideas and industries across Zambia and beyond."

MICE travel, also known as business tourism, primarily encompasses events where corporate groups come together for networking, strategy sessions, large-scale conferences, annual general meetings (AGMs), events and exhibitions. These activities not only generate travel demand but also stimulate local economies through increased spending on hotels, hospitality, entertainment and transport.

In recent months, Proflight Zambia has collaborated with a wide range

of stakeholders, including Zambian Breweries for the Mosi Day of Thunder music festival, Africa's Eden Travel Show, the Zambia Institute of Chartered Accountants, the Engineering Institute of Zambia, the Zambia Medical Association and Zambia's national sport climbing team, as well as international agents attending the Zambia Travel Expo (ZATEX).

To further enhance this support, the regional airline has introduced an annual MICE calendar—a curated schedule of upcoming meetings/ conferences, events and exhibitions across the country. This calendar enables efficient flight planning, and the allocation of travel discounts and sponsorships tailored to travellers' needs.

"Through our internal MICE Tracker, we proactively identify key business events across the country via desk research and

strategic partnerships, particularly with the Zambia Tourism Agency— which manages the national MICE destination calendar,” said Capt. Walubita. “This alignment ensures we remain in sync with Zambia’s broader tourism and investment ambitions.”

With the airline’s extensive domestic network covering provincial cities and towns such as Ndola, Livingstone, Kasama, Mfuwe, Mansa and Solwezi, Proflight Zambia is making it easier

for delegates to access even the most remote conference locations, thereby contributing to balanced regional development and promoting local tourism. The airline also plans to commence scheduled flights to Mongu, with operations expected to begin in the third or fourth quarter of 2025.

Ultimately, business tourism plays a crucial role in supporting Zambia’s ambition to become a regional hub for business engagement, knowledge

exchange and investment. Improved travel access through airlines like Proflight Zambia boosts the country’s appeal as a preferred destination for international conferences, expos, meetings and networking events.

Proflight Zambia’s commitment to business connectivity is clear. Whether flying executives to a mining conference in the Copperbelt or tourism expos in Livingstone, the airline is proudly flying Zambia’s business growth—one event at a time.



New Trade Route Set to Boost Copper Exports from DRC and Zambia

The Walvis Bay Corridor Group (WBCG) is pushing forward with plans to develop a major new trade route that will link Kolwezi in the Democratic Republic of Congo (DRC) to Walvis Bay in Namibia. This strategic corridor, informally referred to as the “North-Western Corridor,” is poised to transform regional logistics by offering a faster, shorter, and more efficient alternative to the existing routes.

Currently, cargo from the mineral-rich DRC and Zambia is funneled through the heavily congested Copperbelt region and the overburdened Kasumbalesa border post, often resulting in lengthy delays and increased transport costs. The new route is set to change that.

According to Mbahupu Hippy Tjivikua, CEO of the WBCG, the corridor will begin in Kolwezi, a key mining hub in the DRC, proceed through Solwezi in Zambia, and continue westward to Mongu. From there, it will head

southwest to Katima Mollie, before reaching its final destination at Walvis Bay on Namibia’s Atlantic coast. This route not only bypasses the traditional bottlenecks but also introduces entirely new infrastructure, including roads and a new border post between the DRC and Zambia. Developers have already signed a concession agreement and are in the preparatory stages of construction. These developments signal a strong commitment from stakeholders to enhance trade facilitation and logistics in the region.

One of the North-Western Corridor’s most enticing features is its efficiency. It will be roughly 235 kilometers shorter than the current Walvis Bay-Ndola-Lubumbashi route. More crucially, it is expected to shorten travel times by up to seven days. This marks a huge improvement in supply chain logistics, particularly for time-sensitive cargo like copper and other mineral exports from the DRC and Zambia.

Exporters will profit from decreased transportation costs, a lower chance of shipment delays, and greater delivery schedule reliability.

The launch of this route comes at a time of rising copper production in both the DRC and Zambia. The DRC has recently overtaken other global players to become the world’s second-largest copper producer, with annual output nearing three million tons. Meanwhile, Zambia has announced its ambition to increase its copper production to over one million tons per year. As both nations seek to capitalize on growing global demand for copper, particularly in electric vehicle and renewable energy sectors, the need for efficient and dependable logistics infrastructure becomes critical.

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The launch of this route comes at a time of rising copper production in both the DRC and Zambia.



The North-Western Corridor offers a promising new solution to long-standing logistical challenges in southern Africa. By providing a direct, faster route from the copper-rich regions of Kolwezi and Solwezi to Walvis Bay, it enhances regional integration and trade competitiveness. The corridor also exemplifies the type of infrastructure development needed to support Africa’s broader economic growth goals. If implemented effectively, this project could mark a turning point in how mineral exports are moved from inland African countries to international markets.

Namibia at the Forefront of Africa's Rapid Infrastructure Growth

Namibia is quickly gaining attention as one of Africa's most promising countries for energy and infrastructure development. International companies and investors are showing strong interest because of the country's openness to business and the wide range of opportunities available.

Kevin Melnick, managing director at Pentagon Freight Services, says Namibia is becoming known as "the Guyana of Africa." This comparison comes from how the country is welcoming investors and actively encouraging growth in important sectors such as oil and gas, renewable energy, and mining.

"There's a lot happening across the board," Melnick said. "Namibia is ready for investment and is taking steps to bring in both global companies and experienced professionals. At the same time, they are helping local workers develop new skills."

Oil and gas projects are moving forward, thanks to improved government policies and efforts to create a business-friendly environment. Skilled workers from

neighboring countries like South Africa are also relocating to Namibia, supporting projects while training local teams. This approach is building a strong foundation for long-term progress.

The rise in energy and infrastructure development has had a positive effect on the project cargo sector. Project cargo involves transporting large or heavy equipment needed for major projects. As more investments are made in Namibia, demand for transporting these items is also increasing.

"There's clear growth in project cargo across southern Africa," Melnick noted. "Namibia is leading the way with new infrastructure, modernized ports, and dedicated space at terminals for handling project shipments. Major companies are investing heavily, and that's creating strong momentum."

Apart from oil and gas, other areas are also growing. Renewable energy projects, such as solar and wind power, are expanding quickly. At the same time, the global need for minerals used in modern technology is encouraging

mining projects throughout the region. In South Africa, project cargo activity is also growing, but at a slower pace. Melnick explained that unclear regulations and slow decision-making continue to be challenges. "There's a lot of potential in sectors like mining and energy, but policy delays make it difficult for investors to act with confidence," he said.

Another issue affecting investment decisions is uncertainty in global trade, especially due to tensions between large economies like the United States and its trading partners. "Companies are being more careful," Melnick added. "Even though the opportunities in Africa are real, businesses are taking longer to move forward because of what's happening around the world." Namibia is becoming a key destination for energy and infrastructure projects in Africa. With support from both government and global partners, the country is building a strong future. The outlook for project cargo and logistics in the region is very promising, especially as Namibia continues to make progress and attract new investments.





Rangel's €6m SA Investment to Boost Africa's Growth and Create Jobs

Rangel Logistics Solutions, a family-owned international logistics company that entered the South African market in 2020, has reaffirmed its commitment to helping Africa realise the potential of the African Continental Free Trade Area (AfCFTA) agreement through the additional investment of €6 million (R125.6 million) in a warehouse in South Africa.

Tiago Pocinho, Rangel Country Manager, says the company takes its commitment to Africa seriously.

Strategic Expansion and Job Creation

Covering an area of 10,000 m² near OR Tambo International Airport, the new warehouse will serve as a central hub for Rangel's expanding Contract Logistics offering, as announced at the opening ceremony. This facility also provides

bonded storage, divided into an OS Bond Store (Operating Store) for goods storage up to 24 months and an SOS Bond Store (Special Operating Store) for storage up to 6 months, as well as cross-docking services. During their stay in the bonded warehouse, goods are exempt from duties and charges, payable only upon release for final destination.

In addition to this investment, the logistics company will also open a new office in Nakop, on the Namibian border, which will augment its current presence in Zambia and Tanzania.

The new warehouse is expected to create at least 160 new jobs, with CEO Nuno Rangel anticipating further growth in line with the Contract Logistics gains.

Since entering South Africa, Rangel's

primary focus has been on transportation and cross-border logistics as it sought to establish a presence at key border points. Having succeeded in this aim, the company is now strengthening its footprint in the logistics sector.

Leveraging AfCFTA and Strengthening Regional Trade Links

The warehouse enhances Rangel's South Africa's logistical capabilities while facilitating trade between neighbouring markets such as Mozambique, Zambia, Angola, the Democratic Republic of Congo, Tanzania, Botswana, Zimbabwe, and Namibia.

"Today, we are becoming a benchmark in transport for the mining sector in the main logistics corridors of the SADC region, from the DRC to the main ports - Durban, Beira, Walvis Bay and Dar es

Salaam - carrying out highly demanding and complex operations, especially in the transport of copper (cathods, concentrate, blyster) cobalt hidroxyde and zinc,” adds Nuno Rangel.

Since 2020, Rangel has opened four offices on the main South African borders and expanded its presence to Zambia (2021) and Tanzania (2022), bringing the total investment in the three countries to €7M. In total, the international operation represents around 20% of the company's turnover, with South Africa accounting for 8% of that volume.

At the launch ceremony in the warehouse, big enough to house more than 500 average-sized cars, Nuno Rangel said, “we

want to be an African company and not only help connect the Southern African Development Community to Europe, but also facilitate trade among African countries”.

Rangel, which was founded in 1980 by Eduardo Rangel, Nuno's father, invested in South Africa after Whitey Basson, South African businessman and former Shoprite CEO, inspired Nuno Rangel to examine the country's potential, Nuno Rangel said.

Addressing guests at the stylish event attended by diplomats from Portugal and Botswana, including the Portuguese Ambassador to South Africa, Basson said Shoprite's growth across Africa was partially the result of it having good

logistics capabilities.

Basson also pointed to Africa's vast potential. The continent is anticipated to see gross domestic product growth of 4% by 2026 according to United Nations figures, with AfCFTA set to play an important role in this expansion.

His Excellency Carlos Costa Neves, the Portuguese Ambassador to South Africa, wished the company great success. “We are safe in the hands of Rangel,” he said;

The bonded warehouse offers operating bond space for goods storage for up to two years as well as a special operating storage that enables goods housing for up to six months.



Rethinking Airfreight for Zambia's Mining Heartland

As Zambia's Copperbelt faces ongoing logistical challenges, a shift in airfreight strategy could redefine efficiency for mining and other key industries. Matthew Larkins of C Steinweg Logistics explores how direct airfreight routes to Ndola are reshaping supply chains and reducing costly delays.

In global logistics, efficiency is everything. Businesses rely on seamless supply chains to keep operations running, especially in regions where delays can mean millions lost. Nowhere is this clearer than in Africa's Copperbelt, where outdated freight routes, severe congestion at border crossings and delivery delays often dictate the pace of trade. But what if there's another way around?

For decades, Zambia's capital, Lusaka, has been the primary airfreight gateway into the country. Ndola—the heart of the Copperbelt—is over 300km from

Lusaka. And as demand grows and infrastructure struggles to keep up, businesses are questioning existing delivery models. Every freight solution is unique, and clinging to legacy routes may not always be the right way to go.

Road freight deliveries from Lusaka to Ndola face an odyssey through unpredictable terrain, border clearance bottlenecks and logistical uncertainties. Some industries can't afford uncertainty. A mining operation waiting for equipment or spares, for example, loses valuable revenue with every extra minute of downtime.

But what if, instead of routing freight through Lusaka, you could change everything with a direct route to Ndola? Matthew Larkins, Manager, Airfreight, at C Steinweg Logistics (CSL), explains that airfreight alternatives are emerging as a faster, more efficient Copperbelt solution.

"The idea that a single, fixed logistics model can serve every industry is outdated. The mining sector, for example, operates on precision, requiring deliveries to fit within tight windows. If a piece of machinery fails, waiting three weeks for a replacement part could shut down an entire operation. The consequence isn't just lost time—it's lost revenue, potentially lost jobs and lost momentum in a sector that accounts for much of Zambia's economic activity," says Larkins.

According to Larkins, new streamlined airfreight options, connecting Europe, China and other major centres directly to Ndola, can now shrink the journey from around three weeks to just 4–7 days, adding, "The overland stretch disappears. The roadblocks—literal and bureaucratic—are bypassed entirely. Security risks from transporting valuable equipment along vulnerable highways are eliminated. This is not just faster. It's more reliable, predictable and aligned with the needs of the businesses that keep the region's economy running."

Mining, agriculture and industrial projects each depend on steady, predictable supply chains, and with a bit of extra forward-thinking, beyond direct airfreight into Ndola, many companies are also taking advantage of warehousing and storage solutions that are emerging to help Zambia's logistics infrastructure make more sense.

Larkins adds, "Efficient logistics, warehousing, customs clearance and effective forwarding services determine whether production deadlines are met or missed. Operations in the Copperbelt require streamlined groupage – space, security and a direct line to international suppliers, not a tangle of unnecessary



Matthew Larkins

middlemen and delays. Strategically placed facilities for clearing and forwarding metals, minerals, agricultural products and project-specific cargo ensure that raw materials and machinery move as they should, without the disruption that so often plagues long-haul transport. Beyond mining, these solutions also create opportunities for other industries to piggyback off the same efficiencies, enabling smoother trade flows and reducing logistical bottlenecks across the region.”

He continues, “Airfreight should work for the industries it serves, not the

other way around. In the past, logistics providers have treated freight solutions as a one-size-fits-all offering, forcing businesses from Europe and China to adapt to inefficiencies instead of designing networks around them. Finally, an alternative has now emerged.”

With airfreight hubs at key points in Africa, cargo no longer needs to pass through multiple third-party handlers, each introducing new risks and delays. Instead, goods move through a system built for speed, security and reliability.

Mining companies in Zambia’s

Copperbelt have long accepted delays as an unavoidable part of logistics. But the reality is, there’s no reason for this to remain the norm. The region’s future depends on efficiency, and efficiency depends on rethinking how freight moves. Ndola is the logical choice. It is closer, faster and designed to work with—not against—the industries that rely on it.

Larkins concludes, “In Africa, logistics has been parked in inefficiency for too long. The future of airfreight isn’t about maintaining the status quo. It’s about redesigning the journey entirely.”

Port of Maputo Grows as Key Project Cargo Hub amid Infrastructure Boom

The Port of Maputo is rapidly establishing itself as a leading logistics hub for project cargo in southern Africa, following major investments in its infrastructure and operational capabilities. According to the Maputo Port Development Company (MPDC), the port has seen a 25% year-to-date increase in project cargo volumes compared to the same period last year. This growth is largely driven by ongoing regional infrastructure development and a growing preference for Maputo as a strategic import-export gateway, especially for landlocked neighboring countries.

One of the key contributors to this growth is Mozambique’s domestic energy sector. The port has been handling significant equipment for the Temane Gas-to-Power project, including electric transformers and other critical components. MPDC’s commercial director, Neusa Saranga, noted that global demand for renewable energy infrastructure, large industrial projects, and cross-border mining operations is boosting activity in the project cargo sector. She highlighted southern Africa’s emergence as a crucial logistics corridor, with Maputo at its center due to its modern facilities, efficiency,

and strategic location. A notable development is the resumption of Total Energies’ LNG operations in Afungi, northern Mozambique—a project expected to greatly impact regional energy logistics. MPDC is positioning itself to support the logistics demands of such major undertakings. According to Saranga, the port has enhanced its capabilities by acquiring specialized cargo handling equipment, upgrading slab areas, and offering flexible storage solutions. The improvements include optimized coordination between vessel scheduling and landside logistics, significantly reducing turnaround times for high-value and oversized cargo.



To further support the growing oil and gas industry, MPDC has created a dedicated coordination unit that oversees logistics for oil and gas projects, including ship-to-ship (STS) transfers. This step ensures complex operations are executed safely and reliably. These advancements come at a critical time, addressing a longstanding challenge in the region—the lack of specialized infrastructure and equipment

for complex cargo. Despite these improvements, Saranga acknowledged that difficulties remain, particularly with road and rail connectivity for out-of-gauge cargo, and navigating complex regulatory and permitting processes.

Nevertheless, opportunities for project cargo remain strong across Mozambique's mining, energy, and infrastructure sectors. Rising investment in regional road and rail networks, as well as Mozambique's own infrastructure

expansion, is driving demand for cargo solutions. Major projects underway include Eni's Coral Norte FLNG, the Mphanda Nkuwa Hydroelectric Dam, and the Temane Gas-Fired Power Plant.

Saranga emphasized that Mozambique is undergoing a comprehensive logistics transformation, with upgrades to ports, railways, pipelines, roads, and power systems to support project cargo, particularly for energy and mineral resource exports.

The port's growing capability was recently demonstrated in the successful discharge and management of 3,000 tons of specialized subsea equipment destined for offshore mining operations in northern Mozambique. The project, completed safely and efficiently, showcased the port's ability to handle complex cargo logistics. With increased infrastructure stability and rising demand, the Port of Maputo is set to play an even greater role as a critical project cargo hub in southern Africa.

Walvis Bay Stands as Namibia's Leading Port and a Vital Trade Gateway For Southern Africa

The largest and most significant commercial port in Namibia is Walvis Bay Port. Helping Namibia and its immediate neighbors import and export commodities into and out of southern Africa is the port's mandate. Situated on Namibia's Atlantic coast, the port serves as a sea link between African nations and the rest of the world.

The Port of Walvis Bay is unique in that it serves landlocked nations like Botswana, Zambia, and Zimbabwe in addition to Namibia. These are landlocked nations without access to the ocean, and they import food, building materials, automobiles, and petroleum through Walvis Bay. Through the port, they also export goods like livestock, copper, and other natural resources. As a result, Walvis Bay is a major trading hub in southern Africa.

The port is well regarded for being well-designed and open. Cargo is effectively loaded onto trucks or trains when ships from all over the world dock. Very sophisticated transportation networks connect the port to neighboring countries. These include a number of rail and road systems that link southern Africa, such as the Trans-Kalahari Corridor to Botswana and the Trans-Caprivi Corridor to Zambia. By cutting down on travel time and expenses, the corridors promote trade and business.

Namibia's government has made significant investments in port modernization efforts. The port now offers sophisticated amenities like massive cranes, container terminals, and warehouses. This increases the ability to clear more ships and cargo rapidly and safely. The government is also attempting

to make the port more environmentally friendly by implementing clean energy and advanced technology.

Walvis Bay also boosts the surrounding economy. The majority of Namibians work in the port or in related areas such as transportation, shipping, and logistics. Increased trade creates more jobs, reducing poverty and improving living conditions. The port also generates government revenue in the form of taxes and fees.

The Port of Walvis Bay will become even more significant in the future. A robust and dependable port will be useful as Africa develops and nations trade with one another even more. Under the African Continental Free Trade Area (AfCFTA), which was established to promote trade between African nations easier and less expensive, Walvis Bay is already serving a beneficial purpose.

The Port of Walvis Bay is more than just a place where ships dock. It is an essential component of the commerce system in southern Africa, facilitating the safe and efficient transfer of goods between countries. It helps link Africa to the rest of the globe, boosts economic progress, and generates employment possibilities.



Proflight Zambia Takes Delivery Of The Sixth 50-Seater Jet



New CRJ-200 Jet to boost capacity and frequency on high demand routes

Proflight Zambia has strengthened its scheduled flight network with the arrival of its sixth 50 seater Bombardier CRJ-200 passenger jet, leased from Alberta Aviation Capital Corporation. The latest addition, which touched down on 23 June under the American register N8884E is expected to join the Zambian register as 9J PFF by the end of July and can be deployed across all of Proflight Zambia's destinations, with the exception of Mansa and Lower Zambezi, to enhance connectivity and grow its capacity.

"The latest CRJ jet is part of our ongoing efforts to strengthen our existing network. By increasing frequency on routes that are already performing well and currently constrained by capacity, we're able to better meet customer demand and enhance connectivity,"

said Proflight Zambia's Director of Flight Operations, Capt. Josias Walubita.

By increasing seat capacity and frequency on its busiest services, Proflight Zambia aims to meet growing customer demand while maintaining the high standards of reliability and efficiency for which it is known. This CRJ-200 arrival follows the earlier delivery of a Jetstream 41 turboprop in May 2025, bringing Proflight's current fleet to eleven aircraft: five CRJ-200 jets, five Jetstream 41 turboprops and one CRJ-100 parcel freighter jet.

Captain Walubita explained that consolidating around proven aircraft types not only streamlines operations and operating costs, but also creates valuable opportunities for in house engineering and maintenance

development. "Maintaining and operating the same aircraft models has improved our dispatch reliability and maintenance efficiency," he said. "Our engineers benefit from deepening their technical mastery, mentoring new entrants, and fostering team dynamics — factors that underpin our organisational stability."

The CRJ-200, capable of cruising at up to 860 km/h, is well suited to bridge Proflight Zambia's regional and domestic distances quickly and comfortably. Its blend of speed, capacity and runway performance makes it an ideal platform for Southern Africa's growing but sometimes infrastructure-limited markets. Backed by a solid design pedigree and extensive operational history, the jet delivers on safety, efficiency and passenger comfort.



The Importance of Cargo Tracking across Southern Africa

The need to track cargo in real time in Southern Africa is challenging. Issues like cross-border routes, customs inspections, and infrastructural bottlenecks make transport costly and time-consuming.

High-value goods, like copper cathodes, anodes, and blister, that need to be transported from the DRC and Zambia to Mozambique, South Africa, Namibia, Tanzania, and across the SADC region require precise planning and execution strategies. At Reload Logistics, we understand the intricacies of cargo movement, which is why we ensure our services prioritize visibility, accountability, and fast freight processing.

What is Freight Tracking? An Overview

Freight tracking, or cargo tracking, refers to the ability to monitor the location and

status of goods as they move through the shipping process, from the port of loading (POL) to the port of discharge (POD). From coffee to cars, anything can be tracked with modern GPS, RFID tags, and smart sensors linked to cloud infrastructure.

The Need for Real-Time Visibility

Global supply chains have undergone a dramatic transformation recently. Between pandemic disruptions, climate events, and game-changing regional trade agreements like the African Continental Free Trade Area (AfCFTA), the logistics landscape barely resembles what it was even a few years ago.

The stakes are even higher for those operating in Southern Africa. Many trade routes run across multiple borders, each with its own set of compliance

requirements and potential delays. A holdup at one checkpoint can trigger a domino effect, and without real-time cargo tracking, stakeholders are essentially flying blind.

With accurate, up-to-the-minute freight visibility, logistics managers can:

- Spot potential delays before they spiral out of control
- Proactively communicate with clients instead of scrambling to explain problems
- Better coordinate inbound and outbound schedules
- Maintain clear custody chains for high-value or sensitive cargo

For industries like mining and energy, where timing and security are critical to operations, this level of insight is critical to staying ahead of the competition.

Why Freight Tracking Technology Matters for Business Leaders

If you're managing imports or handling regional distribution, real-time freight tracking is all about making better business decisions. When you can see your entire supply chain clearly, you can:

- Run leaner inventories without stockouts
- Get ahead of demand patterns instead of reacting to them
- Stay compliant without the paperwork headache
- Manage third parties more easily

At Reload, we've implemented advanced freight tracking software across Southern Africa, helping businesses move from guesswork to certainty. This technology gives you the right data to respond strategically rather than having to react to emerging problems in the moment.

The Hidden Price Tag of Poor Tracking

Inventory sitting idle, cargo safety risks, penalties for missing delivery windows, operational overheads, and relationship impacts with customers all represent real money walking out the door and a loss in company value. For those operating in high-value sectors like the mineral industry or soft commodities, the margin for error is practically nonexistent.

Challenges of Freight Tracking in Southern Africa

While the benefits are clear, there are challenges to effective freight tracking in Southern Africa:

Infrastructure Gaps: Some rural regions continue to pose challenges for tracking. Data transmission can suffer from blind spots due to poor cellular coverage and intermittent power supply. Reload Logistics tackled this by using hybrid tracking, through satellite and cellular, in parallel with offline data logging.

Cross-Border Complexities: Tracking systems need to work their way around

many kinds of legislation to achieve visibility. Our work right across Southern Africa has enabled us to establish protocols that mean we can keep your tracking data flowing, even across some of the most difficult border points.

Security Concerns: Cargo theft is prevalent in certain regions. Accurate cargo monitoring helps prevent theft as well as allowing for a quick response in the event of an incident. This can be crucial when the cargo transported is high-risk, such as electronics, project cargo, or mining equipment.

Cargo theft is prevalent in certain regions. Accurate cargo monitoring helps prevent theft as well as allowing for a quick response in the event of an incident.

How Reload Logistics Delivers Smarter Tracking

From port facilities all the way to final destinations, our teams operate across all key trade corridors throughout Southern Africa, ensuring goods are monitored at every step. We combine hands-on operational control with advanced cargo tracking capabilities to give our clients full visibility across:

- Cross-border shipments
- Intermodal transitions (road, rail, port)
- Customs clearance milestones
- Final-mile delivery timelines

Reload's regional and in-house expertise means we can anticipate challenges before they become disruptions. Our teams work closely with customs agencies, transport partners, and warehousing facilities to maintain real-time communication and proactive updates.

Add-on Services for Greater Control

Unlike other logistics providers who outsource key functions, Reload offers integrated solutions under one roof. This integration improves the continuity of data and ensures fewer gaps in tracking updates. We also provide reporting and analytics, allowing clients to review past shipment trends, measure delivery performance, and refine their supply chain planning.

A Real-World Example: Reliable Freight Tracking Across Regional Trade Routes
Consider this common scenario: a manufacturer in South Africa is exporting specialized copper components to a mining project in the Democratic Republic of Congo (DRC). The cargo must cross at least two international borders, clear multiple customs inspections, and travel through varying infrastructure conditions.

With Reload's freight tracking software, that manufacturer receives:

- Notifications when their cargo reaches key border posts
- Updates the moment customs clearance is complete
- Updated delivery estimates based on real-time traffic and road conditions
- Electronic proof-of-delivery documentation immediately upon offloading

This level of visibility builds confidence and helps our clients maintain strong relationships with their own customers and lowers the risk of fines and delays.

Building Southern Africa's Connected Future

As Southern Africa continues to develop through infrastructure investments, digitized trade corridors, and AfCFTA frameworks, dependable freight tracking will become less of a competitive edge and more of a license to operate for Southern Africa. Businesses that fail to embrace visibility risk falling behind as forward-

thinking competitors push their logistics model to be more agile.

Let's Move Smarter Together

If your business needs trusted freight tracking throughout the difficult trading

environment of Southern Africa, then we have the answer. Leveraging our understanding of the region, our end-to-end logistics solutions, and our commitment to visibility, ensure your goods are delivered safely and on time—

every time. Reach out to discuss how our freight tracking solutions can transform your supply chain operations. In a region where logistics challenges abound, the right tracking partner might be your most valuable asset.

The Logistics Sector in Namibia Is Feeling the Heat as Trade Volumes Continue to Surge.

Namibia's logistics sector is facing increasing pressure to improve as trade volumes continue to rise. Efficiency is the most critical factor for successful logistics operations. As Namibia attracts more attention as a trade and transit hub, it must ensure that it can handle the increased volumes while remaining competitive.

Harold Schmidt, the secretary general of the Namibia Logistics Association (NLA), emphasized that there is no room for complacency. "With more cargo expected to move through the country, we must ensure our systems, infrastructure, and regulatory frameworks are designed for speed, reliability, and cost-effectiveness," he stated.

He stressed the importance of having the logistics chain operate as efficiently as possible and highlighted the need to eliminate cost-inducing processes. "It is not in our—or the region's—interests to have non-tariff barriers (NTBs) on our corridors. Our goal is to ensure that cargo moves as quickly and efficiently as possible at a competitive price."

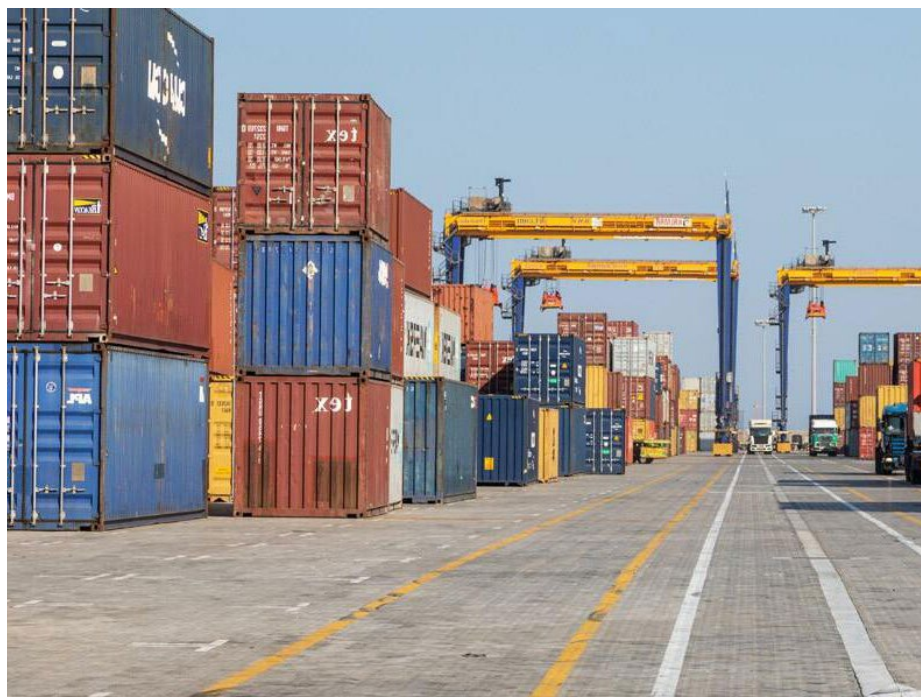
With the increasing focus on enhancing intra-regional trade and recognizing the significant interdependence between countries, Schmidt noted that it is critical to address NTBs urgently. He cited the recent in-transit cargo clearing procedure introduced by Botswana, which no longer allows cargo to be consolidated and moved under a single Received-in-Transit (RIT) entry, as a negative example that can quickly impact trade.

"We are currently facing an issue that has caused significant costs and delays in one corridor. If a three-country bloc cannot resolve this, how can we expect to expand intra-regional trade further north?" Schmidt asked.

He warned, "What happens when other countries observe what Botswana is doing, weigh the costs and benefits for their own systems, regardless of the wider impact on trade, and start following suit? It will make trade in our region unaffordable."

Schmidt expressed that a genuine commitment to intra-African trade requires countries to take decisive steps to identify and eliminate NTBs. "We are also strong advocates for pre-clearance, as this will prevent cargo movement from being interrupted at different borders. Solutions that enable efficient and cost-effective trade are available, but they require countries to collaborate to implement harmonized systems, procedures, policies, and regulations that align with one another."

Now, more than ever, the logistics sector is under pressure to deliver innovative solutions. "We need to think outside the box to truly seize the many opportunities that currently exist. Namibia has done an excellent job of promoting itself as a viable trade option. However, to turn this potential into reality, we must ensure that the necessary policies are in place and that we implement processes that fulfill that promise."



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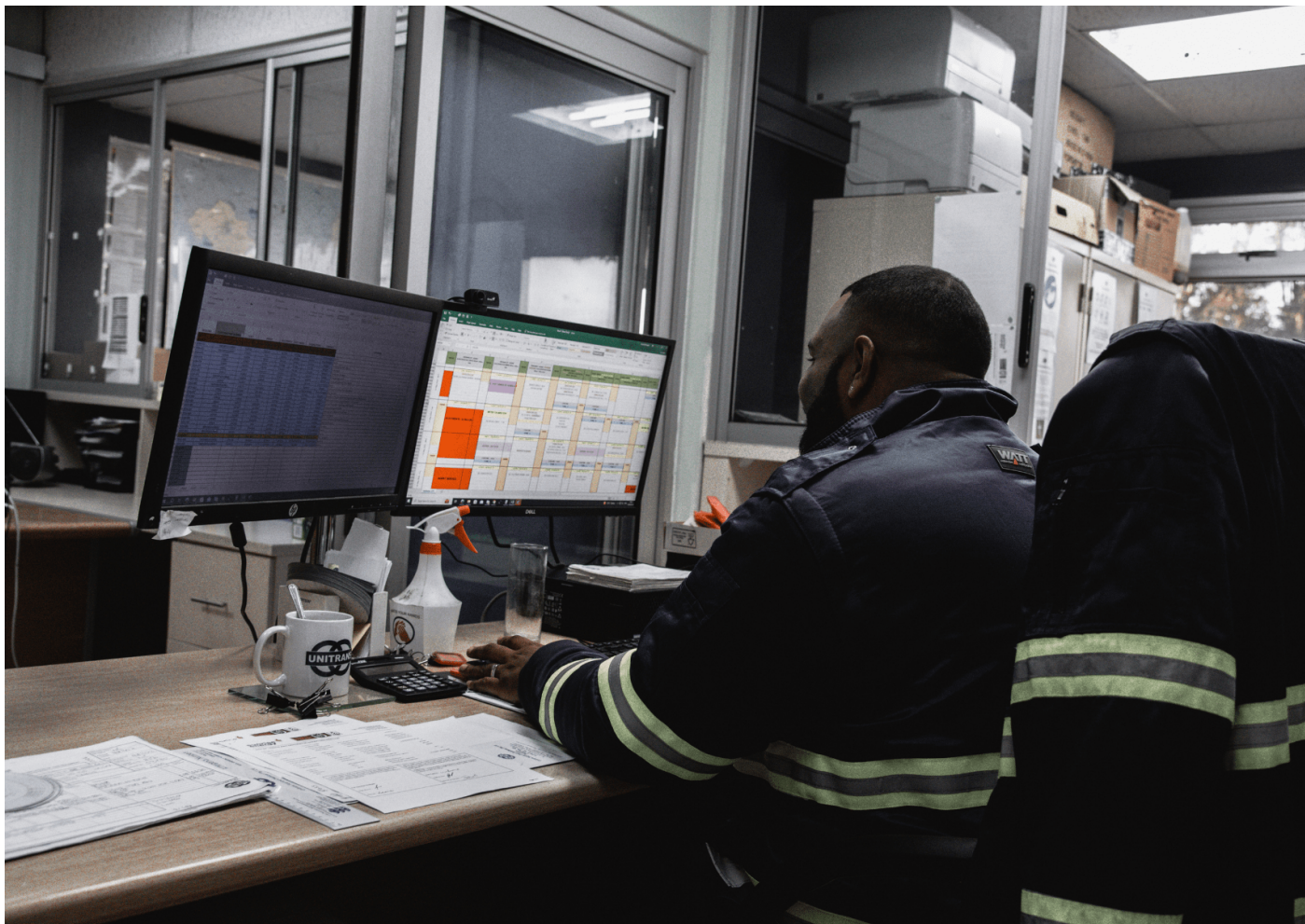
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Unitrans Leading Innovation in Logistics

The supply chain landscape is transforming rapidly, driven by technological advancements, shifting market demands and the growing need for more resilient and sustainable competitive solutions.

Unitrans, a leading end-to-end supply chain and operations services business, continues redefining regional logistics by investing and leveraging cutting-edge technologies and staying ahead of emerging trends.

The year ahead: key trends shaping logistics in 2025

According to industry analysts, key trends for 2025 include the growing adoption of artificial intelligence (AI) and machine learning to predict demand fluctuations, optimise routing and enhance inventory management. Meanwhile, the Internet of

Things (IoT) will continue to improve supply chain operations by providing unprecedented visibility of goods and vehicles.

Additionally, Robotic Process Automation (RPA) is expected to streamline supply chain operations by automating repetitive tasks, increasing efficiency and reducing costs across the value chain.

Analysts also foresee continued growth in last-mile delivery solutions, despite prevailing constraints in the logistics sector. With high mobile penetration rates across Sub-Saharan Africa, mobile money integration will remain a key enabler of seamless transactions within supply chains, though its corporate adoption may vary based on financial feasibility.

Experts highlight that infrastructure development, particularly in cross-border transportation, is expected to remain a priority, driven by increased public-private partnerships to bridge logistical gaps. Additionally, a rise in localised manufacturing and distribution hubs is anticipated, reducing reliance on long-distance supply chains and supporting regional economic growth.

As climate change concerns grow, experts predict that demand for sustainable logistics solutions is set to rise. Furthermore, simplified, localised digital models will become more prevalent, allowing businesses to test scenarios and optimise operations without disrupting real-world processes.

Unitrans: adopting innovation and digital transformation

“The future of logistics in Sub-Saharan Africa will be defined by innovation, agility and a customer-centric approach,” says Edwin Hewitt, Unitrans CEO. “At Unitrans, we are committed to driving innovation, with technology and industry specific expertise forming the backbone of our operations, enabling us to deliver value to our clients.”

In response to industry shifts, Unitrans has made strategic investments in digital transformation. The company has designed its Enterprise Architecture technology stack to adapt and evolve with the unique challenges of the African and customer landscape.

“The growth of business lies in the seamless integration of Information and Communication Technology (ICT) with operational excellence,” says Hewitt. “By embracing innovation and leveraging the combined power of these disciplines, Unitrans delivers the necessary solutions and remains ahead of the curve.”

This commitment to innovation can be seen in the agriculture sector, where

Unitrans uses drones, autonomous machinery and Variable Rate Technology (VRT), to enhance efficiency and sustainability across the agricultural logistics value chain.

Drones provide real-time data on crop health and field conditions, allowing farmers to make informed decisions on irrigation and pest management, ultimately enhancing crop yields. Self-driving tractors and harvesters optimise field operations with precise GPS navigation, reducing labour costs and soil compaction. Meanwhile VRT ensures the targeted application of fertilisers and herbicides, minimising waste and maximising resource efficiency.

“By integrating these advanced technologies, Unitrans not only boosts productivity, but also significantly reduces costs in the sugarcane growing process,” says Hewitt.

A customer-centric approach

Customers remain at the core of Unitrans’ innovation efforts. “We continuously engage and collaborate with our

customers to understand their evolving requirements and develop tailored solutions that address their specific challenges,” says Hewitt.

To support this, Unitrans has implemented RPA to streamline internal operations. By reducing manual workloads and improving efficiency, teams have gained valuable time and capacity to focus on customer-centric innovation. This allows Unitrans to respond more quickly to customer needs and co-develop solutions that drive measurable value.

The company has also adopted an agile implementation strategy to test, learn and iterate on new solutions rapidly. This approach ensures adaptability to changing needs and technologies, delivering value quicker and more efficiently.

“Our commitment is to remain a trusted partner for our customers, shaping the future of logistics through tailored solutions that address the unique challenges and opportunities of Sub-Saharan Africa,” concludes Hewitt.





OUR SERVICES



1. Mine Shed Management

In the critical arena of Mine Shed Operations, Pindulo Logistics ensures meticulous management, prioritizing precision - and compliance above all else.

Our approach is characterized by:

- Optimized Shed Management
- Accountable Moisture Sampling and Analysis
- Comprehensive Inventory Accuracy

2. Transportation

Our Road Transport operations are the cornerstone of our logistics services, defined by safety, precision, and an unwavering commitment to RTMS principles:

- Route and Commodity Specialization
- Adherence to Customer-Approved SOPs
- RTMS (ISO 39001) Compliance
- Bonded Transport Brilliance
- Comprehensive Compliance
- Financial Security



3. Warehousing

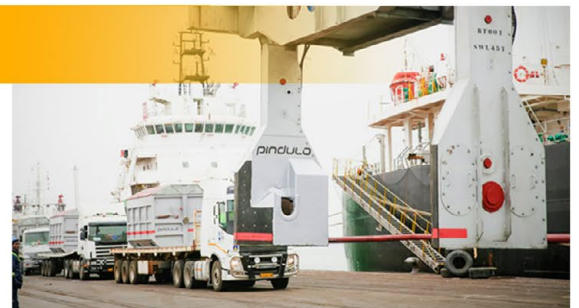
Our Port Warehouse operations are where precision meets innovation, featuring:

- Advanced Weighbridge Operations
- Representative Sampling and Product Readiness
- Customer-Centric Services
- Expertise in Blending

4. Stevedoring and vessel loading

Pindulo Logistics' Stevedoring operations set industry benchmarks, characterized by:

- Continuous Improvement
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- Cost Minimization



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