



**GLOBAL  
LOGISTICS**  
Convention 2024

5<sup>TH</sup> EDITION



**The 5<sup>th</sup> Global  
Logistics Convention**

14<sup>th</sup>-16<sup>th</sup> August, 2024, Dar es Salaam, Tanzania

# Africa's Supply Chain and Logistics Industry in the Age of Sustainability

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# GLOBAL LOGISTICS Convention 2024


5<sup>TH</sup> EDITION

## Theme:

Africa's Supply Chain and Logistics  
Industry In the Age of Sustainability

## Guest of Honour:

Prof. Makame Mbarawa  
Minister of Transport

 14-16 August, 2024

 Johari Rotana  
Dar es Salaam, Tanzania

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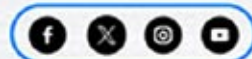


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# The 5<sup>th</sup> Global Logistics Convention

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## GLOBAL LOGISTICS CONVENTION 2024

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*Message from*

**Mr Edward John Urio**  
**President**  
*Tanzania Freight Forwarders Association (TAFFA)*

The 5th Global Logistics Convention (GLC) 2024 in Dar es Salaam marks a significant milestone in the evolution of Africa's logistics industry. Hosted by the Tanzania Freight Forwarders Association (TAFFA) and organized by the Federation of East African Freight Forwarders Associations (FEAFFA) the event has become a vital fixture in the logistics calendar since its inception Dar es Salaam in 2017.

This year's convention is particularly important as it addresses the critical theme of **"Africa's Supply Chain and Logistics Industry in the Age of Sustainability."** The focus on sustainability is timely, building on the momentum generated at the 2023 convention, which sparked widespread interest in the intersection of logistics and climate change. GLC 2024 provides a platform for industry stakeholders to delve deeper into sustainable practices, particularly the transformation of ports into green hubs, as part of the broader effort to combat climate change.

Delegates from various sectors, including transporters, policymakers, government authorities, port authorities, academia, and researchers,

have gathered to engage in discussions that will shape the future of the industry. Tanzania, with its strategic position as a regional logistics hub, plays a crucial role in this conversation. The country's extensive transport infrastructure, including the Port of Dar es Salaam, serves as a vital link between Tanzania and the East African Community (EAC) and Southern African Development Community (SADC) regions. As such, Tanzania's commitment to reducing the carbon footprint of its logistics operations is essential for the region's overall sustainability.

The Tanzanian government's partnership in this convention underscores its dedication to addressing climate change and supporting the logistics industry's growth. Notably, the government's recent reforms, such as the review of the TASAC law, have created new opportunities for the sector. However, there is a call for further reforms, particularly concerning the ring fencing of government logistics work to the GPSA. Advocates believe that opening government logistics services to competitive procurement would enhance efficiency and offer better value for money.

Allow me to inform you about

another upcoming gathering of freight forwarders in Tanzania, the FIATA RAME conference that we will be hosting in April 2025 in Zanzibar. We hope that the FIATA RAME meeting will be attended by the president HE Mama Samia Suluhu

The success of GLC 2024 is attributed to the unwavering support of partners such as the Tanzania Ports Authority, TradeMark Africa (TMA), the Kuhne Climate Centre, Smart Freight Center, and other sponsors and exhibitors. The presence of Tanzania's Minister of Transport, Professor Makame Mbarawa, adds to the event's significance, reinforcing the government's commitment to the logistics sector's advancement.

The event also offers delegates the chance to experience the vibrant culture of Dar es Salaam and explore the scenic beauty of Zanzibar, further enhancing their participation in this important industry gathering.

Once again, welcome to the Global Logistics Convention 2024, and welcome to Tanzania.



*Message from*

**Mr Phillippe Ndikumana**

**President**

***Federation of East African Freight Forwarders Associations (FEAFFA)***

On behalf of the Federation of East African Freight Forwarders Associations (FEAFFA), I warmly welcome you to the 5th Edition of the Global Logistics Convention (GLC), the second one hosted in Tanzania. We are honored to have organized this significant conference in collaboration with the Tanzania Freight Forwarders Association (TAFFA) in Dar es Salaam.

GLC 2024 provides a crucial platform for transport and logistics stakeholders to assess global progress in addressing the effects of climate change, evaluate Africa's advancements in this area, and set future goals for reducing the environmental impact of logistics activities. This convention also serves as an opportunity to share experiences with global counterparts and engage policymakers on necessary interventions for the African continent. The theme, "***Africa's Supply Chain and Logistics in the Age of Sustainability,***" reflects these objectives.

The convention will also address contemporary issues affecting the industry, such as the African Continental Free Trade Area (AfCFTA), trade facilitation, financing and insurance

opportunities, technology, and professionalism. These topics are vital for the sustainability and growth of Africa's transport and logistics sector.

The logistics industry is increasingly recognized as a significant contributor to climate change, accounting for approximately 25% of global greenhouse gas emissions. With logistics emissions expected to rise by 40% in the coming years, especially in Africa, there is a pressing need to rethink our practices. GLC 2024 offers a valuable opportunity to learn about the impact of logistics on climate change and explore what actions can be taken at both individual and sectoral levels.

We are privileged to have leading experts in green logistics speaking at the convention, offering insights into how we can mitigate the environmental impact of our industry. FEAFFA is committed to supporting regional industry players in acquiring the necessary knowledge and expertise to address climate change. We call on governments and development partners to collaborate with us in these efforts.

FEAFFA has been actively professionalizing the East African

Freight Logistics Industry through initiatives like the Certificate in Customs and Freight Logistics (CCFL). A diploma program is underway, as well as the FIATA diploma currently available in Uganda. We are also implementing a Continuing Professional Development (CPD) program to keep our members updated on industry trends. Additionally, we are working towards the enactment of a law that will recognize our sector as a profession and set enforceable industry standards.

I express my gratitude to the Ministry for its initiatives and infrastructure developments, such as ports, roads, and the Standard Gauge Railway (SGR), which facilitate our business operations. This conference is an opportunity to propose additional measures to enhance the sustainability of our logistics industry.

Lastly, I extend my sincere thanks to our partners, sponsors, exhibitors, service providers, the steering committee, TAFFA and ZFB leadership, speakers, and delegates for their support in making this convention a success.

God bless you all. Asante sana.

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# The Organising Committee



*Mr. Edward Urio,  
Chairman,  
TAFFA*



*Mr. Waheed Saudin,  
Vice chairman  
TAFFA*



*Mr. Twaha Kibayasi,  
Member,  
TAFFA*



*Mr. Elias Baluku,  
Member,  
FEAFFA.*



*Mr. John Mathenge,  
Member,  
VIASERVICE*



*Mr. Elitunu Mallamia  
Member,  
TAFFA.*



*Ms. Josephine  
Nyebaza, Member,  
FEAFFA*



*Mr. Roy Mwanthi,  
Member,  
KIFWA.*



*Mr. Floribert  
Nzoyihera, Member,  
ABADT*



*Mr. Ali Sharif  
Mohammed,  
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# The Sponsors



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# East Africa's logistics fraternity readies for green logistics



The customs clearing and freight forwarding industry in East Africa is gearing up for green logistics, according to an ongoing study on the adoption of green practices among customs agents and freight forwarders in Kenya. The study is being conducted by the Federation of East African Freight Forwarders Associations (FEAFFA) and the Kenya International Freight and Warehousing Association (KIFWA) in partnership with Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH (GIZ).

This initiative comes in response to the growing recognition of the need for industry players in East Africa to follow in the footsteps of their counterparts in the West. Climate change and global warming are among the world's major concerns today, with the transport and logistics industry being a key contributor, accounting for approximately one-quarter of greenhouse gas emissions. By 2050, the European Environment Agency expects global logistics to cause 40% of global carbon emissions if effective measures are not implemented.

Given this, the industry in East

Africa is committed to playing its part in this global campaign. To kick off this effort, an analytical study was commissioned to assess the level of awareness among Small and Medium Enterprises (SMEs) in the clearing and forwarding sector regarding green logistics, map existing green initiatives in the freight logistics sector, and identify replicable best practices.

One of the immediate interventions expected to roll out is capacity building. Through partnerships with development agencies and programs such as the East Africa Green Freight Program,

FEAFFA is set to usher the region's freight industry into a new era of sustainable practices.

Previously, FEAFFA incorporated capacity building on green logistics into its Continuing Professional Development (CPD) program. Several workshops were conducted in Rwanda and Kenya, where participants were introduced to the concept of greening logistics. Operators were further exposed to this concept during the 2023 Global Logistics Convention in Nairobi, which featured a captivating session on the subject that engaged many industry players.

FEAFFA plans to integrate green logistics into its training program, CPD offerings, and advocacy efforts. Under the East Africa Green Freight Program, FEAFFA hopes to collaborate with shippers to promote green procurement for transport and logistics services, encouraging logistics service providers to embrace sustainable practices.

Speaking before the launch of the East Africa Green Freight Program, Mr. Philippe Ndikumana, President of FEAFFA, expressed his



**By 2050, the European Environment Agency expects global logistics to cause 40% of global carbon emissions if effective measures are not implemented.**

excitement about collaborating with the Smart Freight Centre (SFC), the Kühne Climate Centre, and transport and logistics stakeholders in Eastern Africa on implementing the Green Freight Program. He emphasized that greening logistics is still a relatively new concept for many customs agents and freight forwarders in the region, but it is gradually gaining momentum through increased awareness. He reiterated FEAFFA's commitment to contributing to the goal of a zero-emissions transport and logistics industry in Eastern Africa. "We strongly believe that the Green Freight Program will empower customs agents and freight forwarders, particularly SMEs, to significantly reduce their carbon footprint," he added.

Under this program, FEAFFA expects to support SMEs in replicating the green logistics practices already being implemented by their counterparts who are pioneering in this area. Key practices include reverse logistics, fuel efficiency, carbon emission management, route optimization, green packaging, and the use of alternative fuels, among others.

As part of institutional capacity building, FEAFFA, together with other regional stakeholders, participated in a study tour in the Netherlands organized by the SFC and Kühne Climate Centre. During the tour, the team visited several initiatives and participated in the Smart Freight Week at CTPark Amsterdam City, Heineken Brewery, and the Port of Rotterdam. Some key lessons and



observations were that Western countries are doing substantial preparatory work for the shift to green logistics compared to Africa. Many innovations are currently being developed to advance the green logistics agenda. Key considerations for adopting green freight include alternative fuels, fleet electrification, and in Africa, a modal shift to less harmful modes like rail and inland waterways.

Europe is already well-served by water and rail transport. The West is currently conducting many studies on alternative fuels such as hydrogen and ammonia. In the area of fleet electrification, the discussion is focused on battery durability and the source of power. For example, China has implemented a battery-swapping model. The critical factors for the successful adoption of green logistics are regulation, subsidies, and demand for eco-friendly logistics services by shippers. Green heavy commercial trucks are still not well-developed. Like in Africa, e-mobility is largely limited

to bikes, e-buses, e-trains, and smaller vehicles. Green logistics is generally more costly than conventional logistics. For instance, an electric truck costs 3-4 times more than a standard new truck. For Africa, which relies heavily on secondhand trucks, the challenge is even greater. Therefore, there is a need for additional motivation and a focus on the operational benefits of advocating for e-trucks. Exploring financing options is also crucial. ~



**Key considerations for adopting green freight include alternative fuels, fleet electrification, and in Africa, a modal shift to less harmful modes like rail and inland waterways.**





# The Role of TAFFA

## Championing Tanzania's Logistics Growth

The Tanzania Freight Forwarders Association (TAFFA) is a non-profit organization established in 1979 to represent all the clearing and forwarding firms in Tanzania. Today, the Association has a membership base of over 1,486 licensed clearing and forwarding companies. TAFFA is a founding member of the Tanzania Private Sector Foundation (TPSF), the Federation of East Africa Freight Forwarders Association (FEAFFA), and the Federation of Clearing and Forwarding Associations of Sovereign Africa (FCFASA).

TAFFA's membership base includes both private and public agencies. Members engage in various activities, including trade facilitation, revenue collection,

advocacy, and upholding values such as integrity, professionalism, and unity.

The Ministry of Home Affairs initiated the formation of TAFFA, driven by a desire to see the growth of the clearing and forwarding industry. The Ministry directed that an association be formed to represent all firms in the industry, monitor and evaluate their performance, and develop capacity-building mechanisms and support systems for sustainable development in terms of economic growth and quality standards.

TAFFA is overseen by a five-member board of trustees responsible for managing the association's property and assets on behalf of its members. The association is member-run, with the General Meeting serving as the supreme decision-making body. Daily activities are managed by the Executive Council, chaired by the President of the association. The TAFFA Executive Council consists of nine members, including the President, Vice President, Executive Secretary, and Treasurer, who form the Executive Committee, also known as the Supervisory Board of Directors, along with five Executive Councilors. Except

for the Executive Secretary, all council members must be Directors of a Clearing and Forwarding Company and are elected by members according to the TAFFA constitution.

Following the recent 2024 elections, the TAFFA Executive Council for 2024 to 2027 includes Edward Urio as President; Waheed Saudin as Vice President; Antony Mukyanuzi as National Treasurer; and Elitunu Mallamia as Executive Secretary. The Executive Councilors are Annarahel Matele, Ronald Soka, Twaha Kibayasi, Ebenezer Kwayu, Ernest Lobulu, and Talib Rashid.

The Executive Secretary, who heads the secretariat, reports to the Council on the daily management of the association. The Executive Secretary advises the Board but does not participate in the voting process, as the position is neutral.

TAFFA has offices at all gazetted customs borders, including seaports, lake ports, international airports, and land borders. These outposts are managed by a Chairperson, Vice Chairperson, Secretary, and Deputy Secretary, who are chosen or elected from among the staff permanently stationed at the outpost or zone.

 Members engage in various activities, including trade facilitation, revenue collection, advocacy, and upholding TAFFA's values.

They report to the Executive Council through the Executive Secretary.

TAFFA is affiliated with several regional and international bodies, including:

- **FEAFFA**  
Federation of East Africa Freight Forwarders Associations, which organizes the Global Logistics Convention (GLC).
- **FCFASA** - Federation of Clearing and Forwarding Associations of Sovereign Africa.
- **FIATA** - International Federation of Freight Forwarders Association under the Region Africa and the Middle East (RAME), with TAFFA honored to host the 2025 RAME Field Meeting in Zanzibar.
- **IATA** - International Air Transport Association, with air cargo agents among its members.
- **PIC** - Port Improvement Committee.
- **SADC RCBF** - Regional Customs to Business Forum.

While the industry has faced challenges related to service delivery, professionalism, and self-regulation, the establishment of TAFFA has expanded the scope of operations for customs clearing and freight forwarding agents by implementing policies that ensure improved service delivery, professionalism, and adherence to industry standards. These efforts are vital for keeping the industry relevant in the evolving Customs operating environment within the EAC region and beyond.

## VISION AND MISSION

**Vision:** To become the leading and highly respected institution formed by freight forwarders in the EAC Customs Union region, SADC, COMESA, and beyond.

**Mission:** To represent and support members of the Tanzania Freight Forwarders Association by providing the highest level of quality and professional services to their clients.

## KEY ROLES AND FUNCTIONS

TAFFA regulates, monitors, controls, and coordinates the freight forwarding industry in the United Republic of Tanzania. It serves as the voice of licensed freight forwarding companies, individuals, and institutions in

the country. Some of TAFFA's key roles and functions include:

- **Advocacy and Representation:** Advocating for the interests of freight forwarders at both national and international levels, including lobbying government bodies and regulatory agencies for favorable policies and regulations.
- **Regulation and Standards:** Setting and enforcing standards to ensure professionalism, integrity, and high-quality service delivery within the freight forwarding industry.
- **Training and Capacity Building:** Providing training and professional development opportunities to enhance the skills and knowledge of freight forwarders and ensure they stay current with industry best practices and regulatory requirements.
- **Industry Networking:** Facilitating networking opportunities among members and with other stakeholders in the logistics and transportation sectors through conferences, seminars, and other events.
- **Dispute Resolution:** Offering mechanisms for resolving disputes between members and their clients or among members themselves, promoting fair and equitable practices within the industry.
- **Information and Research:** Conducting and disseminating research relevant to the freight forwarding industry, including market trends and regulatory updates, and participating in research to support sector development.
- **Promotion of Best Practices:** Encouraging the adoption of best practices in freight forwarding, including the use of technology and innovative solutions to improve efficiency and service delivery.
- **Collaboration with Government and International Bodies:** Working with government agencies, international organizations, and other stakeholders to align the Tanzanian freight forwarding industry with global standards and practices.
- **Customs and Regulatory Support:** Providing guidance on customs procedures, regulatory compliance, and other operational aspects critical to the freight forwarding business, with TAFFA members serving as customs agents to the Commissioner of Customs, responsible for assisting in the collection of all customs duties, which amount to around 40% of all collections by the Tanzania Revenue Authority (TRA).
- **Membership Services:** Offering support services to members, including legal advice, business support, and other resources to help them succeed in their operations.



# Cold Room Storage Facility at Dar es Salaam and Kilimanjaro



The Swissport Cold Room Facilities at DAR & JRO are strategically significant for:

- 1. Trade Facilitation:** Supports international trade by ensuring that general cargo, perishable and other types of cargo temperature-sensitive goods can be efficiently imported and exported.
- 2. Economic Impact:** Contributes to the local economy by supporting the logistics and supply chain sectors as well as putting the right infrastructure to ensure import duties are collected by the Government.
- 3. Quality Assurance:** Maintains the quality and safety of goods, which is critical for sectors such as food, pharmaceuticals, and agricultural.

Capacities and Capabilities of Swissport Tanzania Cold Storage Facilities:

## EXPORT COLD STORAGE FACILITIES:

The Export Cold-room facility spans a total storage area of 750 square meters. The facility is divided into compartments that accommodate different temperature ranges.

- 1. Export Airside Chiller:** Maintains temperatures between +2°C and +8°C. Used for storing perishable goods before loading onto aircraft for export.
- 2. Export Middle Chiller:** Maintains a similar temperature range (+2°C to +8°C) for intermediate storage during the export process.
- 3. Export Buildup Chiller:** Provides controlled conditions (+2°C to +8°C) for assembling export shipments.
- 4. Landside (Air-condition):** Maintains temperatures from 15°C to +25°C. Used for handling goods before they enter the facility during offloading from trucks.
- 5. Portable Container Freezer:** Keeps temperatures between -10°C and -20°C for frozen goods during export.

## DRY CARGO

For dry cargo, we handle spare parts and equipment, game trophies, seafood (e.g., crabs, fish maws), personal effects, and valuable and vulnerable cargo. The Import Facility has a total storage space of 5951.91 sqm for dry cargo, while the Export Facility has a storage space of 749.14 sqm.

## IMPORT COLD STORAGE FACILITIES:

The import cold-room facility has a total size of 317.88 sqm and includes various rooms, each with its own temperature range.

- 1. Import Chiller No. 1 and No. 2:** Both operate within the +2°C to +8°C range. Used for storing imported perishables.
- 2. Extended Room Temperature:** Maintains temperatures at +2°C to +25°C. Suitable for goods that require slightly higher temperatures during import.
- 3. Import Freezer:** Keeps temperatures between -10°C and -20°C for frozen imports.
- 4. Controlled Room Temperature No. 1 and No. 2:** Both maintain temperatures from 15°C to +25°C. Used for various imported products.

All cold rooms temperatures can be adjusted depending on the nature of the shipments.

## KILIMANJARO COLD STORAGE FACILITY

The refurbishment of the Kilimanjaro Cold Facility, including the proposed new Cold Room Storage Facility, will involve the installation of new panels, roller/castor decks, and cooling systems at a total investment cost of TZS 3.4 billion (€1.2 million). Upon completion, the facility will feature the following new compartments: Flower (121 sqm), Meat (121 sqm), Vegetable (49 sqm), Fruits (45.6 sqm), Miscellaneous Storage (45.6 sqm), and a Dedicated Import Perishable & Pharma section.



# Supporting the industry on sustainability

## Starting with the basics, what is a Green Freight Program?

A 'Green Freight Program' focuses on freight stakeholders - shippers, logistics service providers, freight forwarders, and logistics hub operators.

They typically have three building blocks for freight leadership by these companies:

1. **Transparency:** Providing a framework for accurate measurement and reporting of emissions.
2. **Implementation:** Encouraging the adoption of technologies and practices that reduce emissions.
3. **Collaboration:** Fostering partnerships among stakeholders to align efforts and increase programme effectiveness.

## To date, no such program exists anywhere in Africa. Why should there be one?

The logistics sector, like other greenhouse gas-producing industries, must adopt sustainable practices to effectively address the climate crisis. Implementing a Green Freight Program can



**Green Freight Program (GFP):**  
Focuses on freight stakeholders - shippers, logistics service providers, freight forwarders, and logistics hub operators.

### GFP Pillars:

- Transparency
- Implementation
- Collaboration

facilitate the transition away from fossil fuels, creating significant value for stakeholders. Freight buyers gain transparency in the supply chain, improved efficiency, and progress toward sustainability targets. This shift enhances ESG performance, strengthens brand reputation, and boosts employee satisfaction. Transport companies benefit from reduced costs through fleet modernization and better fuel efficiency, leading to lower emissions and a competitive edge. As a result, they may secure more favorable and longer contracts. By embracing sustainability, the East African logistics sector can drive positive change and benefit everyone involved.

## A collaborative program tailored for East Africa:

To have a Green Freight Program for the region, we need to think about what works here and not just copy what's been done elsewhere. That's why the Smart Freight Center (SFC) and Kuehne Climate Center (KCC) spent a year looking into the challenges and options for such a program in East Africa and ran workshops with industry players in Tanzania and Kenya. The result is the Green Freight Programme, East Africa.

The program envisions having efficient, low emissions, safe, and inclusive freight in the Northern and Central Corridors and countries of East Africa. To achieve this vision, SFC and KCC are working with the Northern Corridor Transit and Transport Coordination Authority and the Central Corridor Transit Transport Facilitation Agency, as well as through collaborations with associations, companies, public authorities, and international organizations including Trademark Africa, UNEP, and GIZ.

The program aims to bring together shippers, carriers, and

other freight stakeholders to measure and report freight emissions and identify opportunities to reduce emissions. It will help carriers make their truck fleets more efficient and move towards zero-emission trucks. Through training, education and research, the programme will enable industry leaders and professionals to understand the opportunities and solutions for greener freight transport.

Building and managing a Green Freight Program, with many actors and regulatory environments, can be challenging. However, with the launch partners' knowledge base, network, and experience working across the globe, along with the tremendous efforts already underway, there is a lot of potential for a successful Green Freight Program. We invite every GLC delegate to join us in this mission and to be part of the journey.



*For inquiries about the Green Freight Program East Africa, please reach out to Friedel Sehlleier (author) at [friedel.sehlleier@kuehne-foundation.org](mailto:friedel.sehlleier@kuehne-foundation.org) or [rik.arends@smartfreightcentre.org](mailto:rik.arends@smartfreightcentre.org)*





## Snapshot of Infrastructure Development Performance of The Ministry of Transport for the Financial Year 2023/24

The Ministry of Transport (MoT) was established on the 30th of August 2023 by demerging the Works Sector and Transport Sector from the former Ministry of Works and Transport, through a Government Notice No. 619B of 30th August 2023 on the assignment of Ministerial functions and responsibilities (Instrument). The Ministry of Transport is mandated to formulate and oversee the implementation of Transport Policies, Planning, and Coordinating; Overseeing the development of transport infrastructure and meteorology; and overseeing the provisioning of transport services and meteorology services.

The Ministry's vision is to have

“A country with safe, reliable, and affordable transport and meteorology services”. The Ministry's Mission is “To manage and facilitate the development of Transport and Meteorological Infrastructure and Services through sound policies, legislations and standards for sustainable socio-economic development.”

The Ministry of Transport has a Strategic Plan (SP) which covers for the period of five (5) years from 2021/22 - 2025/26. The SP was formulated in line with the Five-Year Development Plan Phase III (FYDP III) for the period from 2021/22 - to 2025/26, the National Transport Policy of 2003, and the Ruling Party Manifesto of 2020. The year 2023/24 was the third year of execution of the Ministry's Strategic Plan.

The Ministry, during financial year 2023/24, executed all objectives set out in the Strategic Plan, Notable positive implementation was realised in improving and development of transport and meteorology infrastructure and also provision of safe transport services.

Major transport and meteorology infrastructure that were constructed or rehabilitated

includes: Rehabilitation of the existing Meter Gauge Railway (MGR) and Cape Gauge Railway (CGR); Constructed segments of Standard Gauge Railway (SGR) for both Phases of I and II. The SGR upon completion will reduce transport time and cost in the central corridor. Notable achievement in construction of SGR is seen in completion of construction of SGR railway track for two (2) lots/segments of Phase I for Dar Es Salaam to Morogoro (300km), Morogoro to Makutupora (422km) where the railway infrastructure and train operations were inaugurated on 1st August, 2024.

The Ministry, during the financial year 2023/24, has also made improvement of ports infrastructure along the Indian Ocean and along Great Lakes. The major improvement was made at the Dar es Salaam Port were by the component of Modernising the port of Deepening and widening of the Entrance Channel and Turning Basin was completed and now the port allows the passage of Panamax vessels. On the other hand port improvement along Great Lakes includes Bukoba Port, Kemonondo Port and Mwanza North Port.



The Ministry of Transport has a Strategic Plan (SP) which covers for the period of five (5) years from 2021/22 - 2025/26.



Nevertheless, The Ministry, improved marine transport in Great Lakes by rehabilitating and constructing marine vessels. During the financial year 2023/24, rehabilitation of MV. Umoja at Lake Victoria was completed and started to provide transport route of cargo from Mwanza Port to Jinja and Portbell ports of Uganda. Other achievements in improvement of marine transport in Great Lakes include construction of MV. Mwanza Hapa Kazi Tu which reached 96% and rehabilitation of MT. Sangara reached 96% of completion.

In improving air transport, the Government constructed a 7.2 kilometres long security fence

and the installed Aeronautical Ground Lighting system (AGLs) at Dodoma Airport. The installation of AGLs has enabled the provision of 24-hour flight services at the airport. On the other hand, The Government has constructed a new passenger building at Kahama and Kilwa Masoko airports and renovation and expansion of Moshi Airport is ongoing. All these initiatives are made to improve air transport services in the country.

The Government, during the financial year 2023/24, purchased three (3) aircrafts of which two (2) are Boeing 737-9 Max and one (1) is Boeing 787-8 Dreamliner. Two (2) Boeing 737-9 Max aircrafts

were completed, delivered and are in operations. The remaining one (1) Boeing 787-8 Dreamliner aircraft is expected to be delivered in August, 2024.



**The Government, during the financial year 2023/24, purchased three (3) aircrafts of which two (2) are Boeing 737-9 Max and one (1) is Boeing 787-8 Dreamliner.**





## Significance of Green Logistics Studies on the Sector

**G**reen logistics has become an important concept in the logistics sector as it aims at measuring and minimizing the ecological impact of logistical activities. The globalization of trade has played a key role in the recognition of logistics as a critical element in linking actors across the international supply chain. The rapid growth of global trade has



It is estimated that emissions from transport activities account for 25 per cent of total emissions, and that there has been an over 71 per cent increase in emissions since the 1990s.

come with some adverse effects on the environment because of the polluting nature of logistical activities.

Environmental pollution from logistical activities has been linked to climate change and subsequently extreme weather conditions. Firms have in the recent past continuously devised mechanisms to create sustainable development without negatively affecting the environment while optimizing operating costs. Green logistics practices have since emerged as the most viable antidote for environmental pollution caused by global supply chain activities.

It is estimated that emissions from transport activities account for 25 per cent of total emissions, and that there has been an over 71 per cent increase in emissions since the 1990s. This informed the International Energy Agency's decision to develop a sustainable energy



scenario which emphasizes on reduction of transport-related carbon emissions. Additionally, there have been efforts to lower transport related (Carbon Dioxide) CO<sub>2</sub> emissions as a means towards sustainable development. The existence of parameters to measure CO<sub>2</sub> emissions over time or uptake of practices aimed at measuring the rate of change of emissions goes to show the appreciation of statistics and role of research in the whole idea of green logistics.

Present day environmental sustainability policies are informed by studies that have demonstrated the link between implementation of green solutions in logistics management, economic growth and minimization of

negative effects of logistics on the environment. The circular economy has influenced economic growth through implementation of eco-friendly packaging, green procurement, green transport, green warehousing, green manufacturing, and reverse logistics among other green supply chain activities. The success of these efforts have contributed to the development of stringent policies on green logistics practices and building of sustainable logistics systems.

The GIZ Alliance for Trade Facilitation project in partnership with the Federation of East African Freight Forwarders Associations commissioned a study to establish the awareness of green logistics practices among customs agents, freight forwarders and operators in the logistics sector; the willingness of clearing agents, freight forwarders and other operators to adopt green logistics practices; determine the existing initiatives in the freight logistics sector; and map out replicable green logistical practices in the sector.

Based on the study findings, it will be possible to establish the level of awareness of green logistics practices. The outcome of this finding will help the industry players in devising interventions that will increase the level of awareness on green logistic practices. This awareness will not only increase the firms' long-term viability but it will also open opportunities for firms in established markets where green logistics practices are strictly enforced. Further to this, it informs a targeted approach towards capacity building on green logistics as the awareness will be analyzed according to various categories namely, firm size, age of practitioner, firm location and level of education.

In terms of establishing the willingness to adopt green logistic practices, such studies will inform the level of interest in uptake of these practices and the rationale for uptake or non-uptake of these practices. This would be important for policy makers as once the motivation behind the level of interest is known, it is easier to



**It will be easier to map out existing initiatives that promote green logistic practices. Giving an appreciation of the volume of work required to carry out the capacity building, estimation of resource requirements to and location where there is dire need for capacity building.**

develop interventions from a point of knowledge. Further to this, if the willingness is broken down according to firm characteristics, it makes it easier to tailor activities directed towards addressing the gaps.

Through the study, it will be easier to map out existing initiatives that promote green logistic practices. Mapping of existing initiatives gives an appreciation of the volume of work required to carry out the capacity building, estimation of resource requirements (both human and financial) to and location where there is dire need

for capacity building. A breakdown of the initiatives would also give the stakeholders insights into the areas that have received fairly adequate attention and areas that require targeted intervention.

Finally, the green logistics study will assist in adoption of best practices based on findings of what comparator and aspirator countries are doing. In terms of adoption, identification of best practice essentially begins with the low hanging fruits which can easily be identified from what the country's peers in the region are implementing. This can then be upscaled to what the aspirator countries are implementing in the developed world. This kind of breakdown helps in ensuring resource optimization as the country or the sectors would go for initiatives or ideas that can be implemented using locally available knowledge and sequencing of activities to ensure progressive development of sustainable logistics practices.

Finally, studies on green logistics practices will support those in research and or academia to build on existing research, identify research gaps and formulate investigations that generate new knowledge in green logistics. The industry will continue to benefit from research studies as efforts to promote sustainability in the global supply chain are enhanced.





# Bridging Borders: Capturing Africa's Supply Chain Revolution in the Age of Sustainability

As the world shifts its focus toward sustainability, Africa finds itself at a crossroads of opportunity and transformation. With its vast resources, young population, and rapidly evolving infrastructure, the continent is uniquely positioned to redefine its economic future.

Nowhere is this more evident than in Africa's supply chain and logistics industry—a sector



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that is not only the backbone of trade but also a critical player in the quest for sustainable development. Bridging Borders, an upcoming television series by Tafsiri Entertainment Group, is set to explore this transformation in depth, shedding light on the innovations and challenges that are shaping Africa's economic landscape.

## **Africa's Green Leap Forward: A New Era in Trade and Infrastructure**

The African Continental Free Trade Area (AfCFTA) has been heralded as a game-changer for the continent, promising to boost intra-African trade and create millions of jobs. But this is not just about numbers—it's about the people and communities who stand to benefit from these sweeping changes. Bridging Borders will take viewers beyond the headlines, diving into the stories of those who are on

the frontlines of Africa's green revolution.

From the ports of West Africa to the logistics corridors of East Africa, the series will track the evolution of trade routes, the development of sustainable infrastructure, and the innovative projects that are driving growth. It's not just about building roads and ports; it's about building the future. And that future is increasingly being shaped by a commitment to sustainability—whether it's through the adoption of green technologies, the promotion of renewable energy, or the implementation of sustainable practices in logistics and supply chain management.

## **The Human Face of Trade Facilitation**

For too long, discussions about trade and infrastructure have been dominated by technical jargon and insider conversations.

The public, and even many businesses, have been left out of the loop. Bridging Borders aims to change that by making these complex topics accessible and relatable. The show will explore how trade facilitation initiatives are impacting real people—small traders, entrepreneurs, and local communities—across the continent.

Organizations like TradeMark Africa have been instrumental in launching initiatives that simplify cross-border trade, reduce transit times, and cut costs. But what does this mean for the average person? Bridging Borders will bring these stories to life, showing how these efforts are not just boosting economies, but also transforming lives. Viewers will meet the farmers who can now get their goods to market faster, the artisans whose products are reaching new customers, and the entrepreneurs who are tapping into new opportunities thanks to improved infrastructure.

### **Demystifying the Supply Chain: Making Complex Concepts Accessible**

One of the most significant challenges within the trade and development sectors is the tendency for discussions and innovations to remain insular, often confined to industry insiders and policy experts. This siloed communication leaves the public, and many potential industry players, in the dark about the exciting developments that are shaping Africa's future. Bridging Borders is committed to changing this narrative. The show will delve deep into the complexities of Africa's multimodal transport networks, the push for sustainable logistics solutions, and the blue economy's emerging role in reshaping the continent's economic landscape.

By breaking down these complex topics into engaging, easy-to-understand narratives, Bridging Borders will demystify the opportunities within Africa's supply chain and logistics sectors. Whether it's explaining the impact of a new cross-border transport corridor on local farmers

or showcasing how renewable energy is powering new logistics hubs, the show will ensure that these critical developments are brought to life in a way that resonates with everyday Africans, potential investors, and global audiences alike.

### **Telling Africa's Untold Stories**

The series is not just about infrastructure and trade—it's about the stories that often go untold. Africa is full of innovators and trailblazers who are finding new ways to overcome old challenges. Whether it's using technology to streamline supply chains, creating new green jobs in the logistics sector, or developing sustainable solutions for transportation, these are the stories that Bridging Borders is eager to share.

We believe that these stories deserve a wider audience, and we are committed to bringing them to light. We are keen to hear from industry players, government agencies, development partners, and local communities who are making a difference. What are the challenges you are facing? What innovations are you most proud of? How are you contributing to Africa's sustainable future? These are the questions we want to explore with you.

### **Join the Conversation**

Bridging Borders is more than just a television series—it's a conversation starter. It's an invitation to explore the forces

that are shaping Africa's future and to think about how we can all contribute to a more connected, resilient, and sustainable continent. It's a movement to elevate public understanding, drive sustainable practices, and increase participation in Africa's trade and logistics sectors.

As we prepare to launch this series, we are reaching out to industry leaders, innovators, and changemakers across Africa. We want to hear your stories, share your successes, and understand your challenges. How are you navigating the complexities of Africa's supply chain in this age of sustainability? What are the lessons you've learned, and what do you see on the horizon?

In an era where Africa's potential is finally being recognized on the global stage, Bridging Borders is here to document and celebrate the journey. Whether you are a logistics provider, a tech innovator, a government official, or a local entrepreneur, your story matters—and we want to help you tell it.

Together, we can illuminate the path forward for Africa's supply chain and logistics industry, showcasing the incredible progress being made while inspiring others to join in the pursuit of a sustainable future. Let's bridge the borders of understanding and cooperation, and build a brighter, more prosperous Africa—one story at a time.





## Revolutionizing Logistics in Eastern and Central Africa: Viaservice's Innovative Container Solution Eases Financial Burdens and Boosts Competitiveness

The logistics industry in the Eastern and Central Africa region has long grappled with container deposits, which has been cited as a major contributor to high logistic cost and delays, leading to the region's transport corridors being ranked poorly in terms of the cost of doing business and competitiveness.

Enormous efforts have previously been made to develop solutions to address the container deposit



Container deposits varies from \$500 to upwards of \$2,000 per TEU depending on the geographical location, market demand, and the type and size of the container.

problem in the region but to no avail. It is against this background that Viaservice, a subsidiary of Viatrans SA, a Swiss-based Group, developed a disruptive and innovative Viaservice Container Solution (VCS), a sustainable business-friendly solution to container deposits, which was deployed in Tanzania before expanding to Kenya this year. The innovation alleviates the financial and operational burdens of container deposits, freeing up business capital previously tied in container deposits. It addresses the commercial interests of all logistics stakeholders while safeguarding their commercial and contractual relationships.

The container deposit varies from \$500 to upwards of \$2,000 per Twenty Foot Equivalent Unit (TEU) depending on the geographical location, market demand, and the type and size of the container. The deposit imposes a huge financial burden on clearing and forwarding

agents and shippers by idling resources, resulting in cash flow constraints, lost business opportunities, and high costs of doing business in the region.

The solution entails the issuance of the Viaservice Container Solution (VCS) to the shipping line in favor of clearing and forwarding agents and shippers, against which the shipping line or agent waives the container cash deposit. Additionally, VCS advances payment of container demurrages, damages/repairs, or total loss charges to the shipping lines on behalf of the clearing and forwarding agents and shippers.

The VCS service is accessible through an online platform allowing the users flexibility and convenience. The solution (VCS) covers all types of containers, both import and export be it domestic or transit destined to all countries using the East African ports. It eliminates administrative burdens of managing container deposit while improving

container turnaround therefore enhancing the efficiency and competitiveness.

Since its deployment in Tanzania the year 2020, the VCS has onboarded over 65% of the licensed clearing and forwarding agents and most of the major shipping lines while releasing working capital in excess of \$20 million. Following its deployment in Kenya during the second quarter of 2024, the solution has received huge uptake by the clearing and forwarding agents, shippers, and shipping lines. Deployment in West Africa is projected in 2025

followed by Southeast Asia and South America.

The VCS has gained wide endorsement by various stakeholders among them, Tanzania Freight Forwarders Association (TAFFA), Kenya International Freight Forwarders Association (KIFWA), Federation of East African Freight Forwarders Associations (FEAFFA), Tanzania Ship Agents Association (TASAA), Kenya Ship Agents Association (KSAA), East African Business Council (EABC), Shippers Council of East Africa (SCEA), Intergovernmental Standing Committee on Shipping (ISCOS), Central Corridor Transit Transport Facilitation Agency (CCTTFA), and Northern Corridor Transit Transport Coordination Authority (NCTTCA), Tanzania Revenue Authority (TRA).

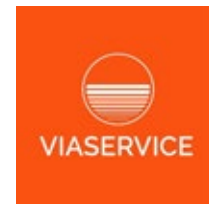
The experience of clearing and forwarding agents, shippers and shipping lines with VCS is transformative. Under the deposit era, some clearing agents dealt with only 1-2 shipments per month, involving 20-100 containers per year. With the VCS solution, these same clients are now handling severalfold the volume of cargo monthly. This transformation has led to a more level, liberated, and competitive logistics industry in the region.

Viaservice is also developing trade finance solutions and exploring opportunities for providing digitalized solutions for road transport to further enhance the logistics sector.

VCS has revolutionized the logistics industry in the Eastern and Central Africa region the by providing a sustainable alternative to container deposits, lowering business costs, and setting the stage for business growth. Partner with Viaservice in unlocking growth, together.



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**OPERATION AT THE UPGRADED  
PORT OF MTWARA**