



GLC 2025 REPORT

Hosts:



**Unlocking Africa's Trade Potential
Through Efficient Trade Logistics.**

Donatus Conference Centre,
Bujumbura, Burundi

October, 2025



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2. LIST OF ABBREVIATIONS

ABADT	:	Association Burundaise des Agences en Douane et Transitaires
AfDB	:	Africa Development Bank
ATIB	:	Association des Transporteurs Internationaux du Burundi
CCTTFA	:	Central Corridor Transit Transport Facilitation Agency
CFCIB	:	Federal Chamber of Commerce and Industry of Burundi
EU	:	European Union
FIATA	:	International Federation of Freight Forwarders Associations
GIZ	:	Deutsche Gesellschaft für Internationale Zusammenarbeit
JICA	:	Japan International Cooperation Agency
KESRA	:	Kenya School of Revenue Administration
KIFWA	:	Kenya International Freight and Warehousing Association
KRA	:	Kenya Revenue Authority
NCTTCA	:	Northern Corridor Transit and Transport Coordination Authority
NTBs	:	Non-Tariff Barriers
OBR	:	Office Burundais des Recettes
OSBP	:	One Stop Border Post
SSFFA	:	South Sudan Freight Forwarders Association
TDB	:	Trade Development Bank
TMA	:	TradeMark Africa
WB	:	World Bank

3. EXECUTIVE SUMMARY

The 6th edition of the annual Global Logistics Convention (GLC) was held on August 26–28, 2025, at the Donatus Conference Centre in Bujumbura, Burundi, bringing close to 400 participants from 15 countries under the theme *"Unlocking Africa's Trade Potential Through Efficient Trade Logistics."* The convention was as a platform for logistics stakeholders to exchange knowledge, network, and chart solutions to enhance regional and continental trade. The convention involved plenary sessions, an exhibition, a sports networking extravaganza, and a gala dinner. It was organized by the Federation of East African Freight Forwarders Associations (FEAFFA) together with Association Burundaise des Agences en Douane et Transitaires (ABADT) and the Chambre Federale de commerce et d'Industrie du Burundi (CFCIB).

Deliberations during the convention were held on August 26 and 27, with strong participation of public and private sector, including the Ombudsman of Burundi (chief guest), the Minister of Transport and Infrastructure of Burundi, Burundi Revenue Authority (OBR), International Federation of Freight Forwarders Associations (FIATA), Federation of East African freight Forwarders Associations (FEAFFA), ABADT, TradeMark Africa (TMA), Regional Corridor Authorities, Trade Development Bank (TDB), the East Africa Community (EAC) Secretariat and other development partners. Speakers underscored the need for collaboration and action-oriented approaches to overcome persistent trade barriers.

Key discussions centred on the African Continental Free Trade Area (AfCFTA), non-tariff barriers, decarbonization, digital transformation, and infrastructure development. Significant progress was highlighted through case studies such as the One Stop Border Posts (OSBPs), the ongoing modernization of Bujumbura Port, the Uvinza–Musongati railway project, interventions on the reduction of carbon emissions along the regional corridors, and FEAFFA's professional freight forwarders' training programme and the collaboration between banking, insurance and the logistics industry. Persistent challenges such as limited connectivity, fragmented regulations, and cash flow disruptions were also noted.

The convention made the following recommendations:

- i. There is need to advance transport integration in Africa through technology adoption and enhanced collaboration among stakeholders.
- ii. There is need to modernize One Stop Border Posts (OSBPs) to address emerging challenges in cross-border trade.
- iii. Need to harmonize customs procedures and regulations across East Africa to minimize delays and reduce compliance costs.
- iv. Need to build stakeholder capacity on emerging technologies, sustainable logistics practices, and regional trade protocols to facilitate compliance.

- v. Need to leverage technology to streamline processes, reduce paperwork, build trust, and enhance efficiency in cargo processing and movement across the continent.
- vi. Need to continue promoting adoption of greener logistics solutions, including the use of electric trucks (e-trucks) and other low-emission transport options.
- vii. Need to strengthen collaboration and partnerships among key industry players such as insurance companies, banks, and freight forwarders to promote the transport and logistics industry.

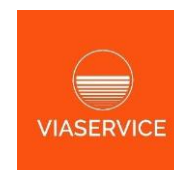
This can be achieved through frameworks like Memoranda of Understanding (MOUs).

During the convention, a Memorandum of Understanding (MoU) was signed between the FEAFFA and Apexloads Inc. to enhance collaboration in promoting trust and expanding trade opportunities among cargo owners, freight forwarders, and transport operators through technology.

The 7th edition of the Global Logistics Convention will be hosted in Juba by the South Sudan Freight Forwarders Associations (SSFFA) in 2026.



4. SPONSORS AND PARTNERS



6. INTRODUCTION

6.1. Convening of the Convention

The Global Logistics Convention, organized by Federation of East African Freight Forwarders Associations (FEAFFA) and the Burundi Freight Forwarders Association (ABADT) in partnership with the Chambre Federale de commerce et d'Industrie du Burundi (CFCIB), was held from August 26-28 at Donatus Conference Center, Bujumbura, Burundi. The theme of the convention was "Unlocking Africa's Trade Potential Through Efficient Trade Logistics".

6.2. Participants

The Convention brought together close to 400 logistics sector experts,

policymakers, regulatory authorities, innovators, development partners, Diplomats, banks, insurance, ports authorities, customs administrations, regional economic communities, industry associations at global, continental, regional and national levels, academia, corridor development authorities, traders, chamber of commerce and transport and logistics industry experts to share experiences, discuss trends, challenges, and innovations in logistics and supply chain management. The convention aimed to foster high-level networking, knowledge-sharing, and strategic collaboration within the global logistics and supply chain community.

6.3. Presentation of the Agenda

The Convention Agenda, composed of different panels, was presented as follows:

No. Panel

1. Opening session
2. Trade Facilitation and the AfCFTA dream: where are we?
3. Overcoming Non-Tariff Barriers: Empowering EAC exporters through Logistics Innovations
4. Decarbonizing global supply Chains: Assessing the progress made by Africa's Logistics industry
5. Exploring the link between banking insurance and the logistics industry in international trade
6. Boosting investment in Africa's transport infrastructure for efficient continental trade

The convention concluded on August 28, 2025, with a gala dinner, awards, and excursions, where delegates enjoyed games and explored the beauty of Bujumbura, further strengthening networks in an informal setting.

7. OPENING SESSION



7.1. Remarks by the President of the Burundi Freight Forwarders Association

Mr. Nzoyihera Floribert, President of Burundi Freight Forwarders Association, welcomed the various actors from the Private and Public sectors and expressed his gratitude and pride in seeing

participation of different stakeholders in the sector of Trade Logistics. He expressed concerns about the challenges of trade logistics within the region and expressed hope that the Convention would come up with recommendations to address the challenges.

He thanked and congratulated FEAFFA and ABADT for organizing the convention.



7.2. Remarks by the Secretary of the Burundi Chamber of Commerce and Industry

The Secretary of the Burundi Chamber of Commerce and Industry, Mr. Denis Nshimirimana, began his remarks by thanking the Ombudsman, the Minister, the Representatives of the Corridor Coordination Authorities and all the delegates for attending the convention.

Denis Nshimirimana emphasized that Burundi was honored to host this 6th edition of the Global Logistics Convention and that it was a strategic meeting to advance discussions on logistics integration in Africa. He praised the joint efforts of FEAFFA and ABADT in organizing an event that transcended regional borders to bring together key players in global logistics.

Denis Nshimirimana expressed hope that the Global Logistics Convention 2025 would leave a lasting mark by laying a foundation for new strategic partnerships between the continent's logistics players. He emphasized the importance of transforming the ideas emerging from the discussions into concrete actions, serving a more fluid, equitable, and resilient African trade.

He concluded by pointing out the initiatives being implemented, such as the construction of ports, the establishment of OSBPs to reduce waiting time for transit within the Central Corridor Zone and the construction of Uvinza-Musongati Railway would address the challenges experienced in Burundi.

7.3. Remarks by the Country Representative, TradeMark Africa-Burundi



The Country Representative, TradeMark Africa-Burundi, Mr. Christian Nibasumba expressed his gratitude to all the participants for having responded to invitation to the Convention on Unlocking Africa's Trade Potential through Efficient Trade Logistics. He stressed that Trade Logistics is a pillar for global and continental economic growth. And added that TMA was supporting several interventions to enable the industry to play its role in regional and continental trade especially under the AfCFTA including capacity building for freight forwarders in East Africa.

He thanked the Government of Burundi for hosting the Convention and the different partners such as the United Kingdom, the European Union, the Netherlands Kingdom and ENABEL for supporting the Transport and Logistics sector.

7.4. Remarks by FIATA

In his remarks, the Senior Vice President and President elect of FIATA Prof. Thomas Sim thanked all delegates for their participation in the Convention. He expressed pleasure at the growing stature of the GLC having participated in some of the previous editions and thanked FEAFFA and the host ABADT for their efforts.

He stressed the importance of identifying opportunities and challenges of the Trade Logistics in the region. Prof Sim highlighted the key areas the convention was going to address and challenged the delegates and all stakeholders to accept to learn from others for the sake of improving the logistics and trade environment in the region and Africa as a whole.

He concluded by reaffirming FIATA's continuous support and promised to

remain actively involved in matters of the EAC region and Burundi in particular.

7.5. Remarks by the President of FEAFFA

In his remarks, Charles Mwebembezi, the President of FEAFFA, welcomed all delegates and thanked them for participating in the Convention. He informed delegates about FEAFFA's role in promoting a professional and compliant freight logistics industry in East Africa.

He highlighted some of the challenges that slow Africa's trade potential including limited visibility and connectivity, the lack of unified standards and regulations and the cash flow disruptions. He added that the solutions were not the responsibility of one but all players in the logistics ecosystem including Freight forwarders, transporters, regulators and policymakers.

He concluded his remarks by thanking all the government of Burundi for hosting the convention, the participants, sponsors, exhibitors, speakers, organizing committee and ABADT for the role in the success of the convention. He wished all delegates fruitful discussions in the Convention.



7.6. Remarks by the Minister of Transport and Infrastructure, Burundi

In his remarks, the Minister of Infrastructure and Transport of the Republic of Burundi, Hon. Jean Claude Nzobaneza, extended a warm welcome to all delegates.

He emphasized the crucial role of infrastructure in connecting the country to the rest of the continent.

Despite being landlocked, he indicated that Burundi was making progress in terms of connectivity by implementing One Stop Border Posts to facilitate trade and economic integration with the East African Community. He added that Burundi is still involved in infrastructure projects to boost trade, economic growth, and regional integration, among them the modernization of Bujumbura Port, and soon, the implementation of Uvinza-Musongati railway project.

He concluded his remarks by calling upon all stakeholders to make all efforts for the development of infrastructure which is a key pillar in facilitating trade across the continent. He wished the participants fruitful discussions during the Convention.

7.7. Opening remarks by the Chief Guest, the Ombudsman of Burundi

In her remarks, the Ombudsman of Burundi, Mrs. Aimée Laurentine Kanyana, expressed her gratitude to the organizers for the invitation, and welcomed all participants to the Convention.

She highlighted that connectivity was a crucial factor for regional and global trade for the benefit of the regional population.

She added that Burundi was a pivot between regional corridors and urged Burundi to facilitate the supply chain given its strategic position in connecting regional corridors.

The Ombudsman of Burundi indicated that Burundi was rich in natural resources and was on the cusp of a logistics revolution. Digitalization, traceability, and smart infrastructure management are all assets needed to become a competitive logistics platform, she added.

She also highlighted the strategic role of logistics in economic transformation, calling for enhanced dialogue between administrations, operators, and institutions to ensure transparency, fairness, and efficiency in trade.

The Ombudsman reaffirmed her institution's commitment to supporting reforms related to digital and logistics transformation, ensuring good governance, fairness, and transparency in the business environment. As an institutional actor, she emphasized the need to simplify administrative procedures, strengthen access to technology, and ensure a conducive environment for regional logistics investments.

She concluded her remarks by wishing the participants fruitful discussions and wished them a warm welcome to the beautiful city of Bujumbura.



8. PRESENTATIONS, DISCUSSIONS AND COMMENTS FROM THE PANELS

8.1. Keynote Address

Investing in Efficient trade Logistics as a driver of competitiveness by Prof Thomas Sim, Knowledge Partner at Singapore Management University and FIATA Senior Vice President.

Professor Thomas Sim, presented on the successes of Singapore as a global model in trade logistics. He mentioned the following key factors facilitating seamless trade connectivity:

- **World-class infrastructure:** He stated that Singapore has modern infrastructure, including the world's busiest transshipment container port that links a lot of other ports facilitating seamless trade connectivity.
- **Good Trade Policies and Agreements:** He highlighted that Singapore has an extensive network of partners.

This enables reduced tariffs, streamlined procedures, and higher competitiveness for freight operators.

- **Technology-driven Logistics Solutions:** The presenter indicated that Singapore is at the forefront of adopting digital solutions to enhance the supply chain efficiency, which has transformed tremendously the logistics landscape, thus avoiding delays in customs clearance, reducing transit time and boosting data accuracy.
- **The reinforcement of the Public-Private Partnerships:** He stressed that the Public-Private Partnerships are another factor that enhances connectivity by boosting investments in trade facilitation.

- Environmental sustainability: The presenter highlighted that Singapore adopted environmentally friendly policies with a focus on reducing greenhouse gas emission and promoting eco-friendly logistics practices.

He concluded by saying that the biggest challenge for Intra-African Trade is the lack of transport integration, which causes gaps in trade facilitation and that the African continent should take advantage of its geopolitical position to boost trade logistics.



8.2. Panel 1: Trade Facilitation and the AfCFTA dream

The panelists discussed the progress that has been made towards the AfCFTA dream, the challenges to continental trade and how to address them in facilitating free movement of goods and persons on the African continent:

Speakers

- Mr. Stephen Analo, Customs and Trade Capacity Building Expert - EAC secretariat.

- Mr. Sebastian Rurimbuka, Director of Customs Services and E-Business- OBR
- Eng Dr. John Deng, Executive Secretary – Northern Corridor.
- Mr. Charles Mwebembezi, President FEAFFA
- Mr. Emile Sinzumusi - Trade Facilitation Expert

Moderator: Mr. Keneth Bagamuhunda, Trade Facilitation Expert.



8.3. Discussions and comments from panelists

The panelists highlighted the challenges inhibiting Africa Continental Trade and shared ideas on how they can be addressed as summarized below.

- The lack of appropriate digital and physical infrastructures in the area.
- A lot of wait time and hence, the high cost of transit on borders despite the OSBPs within the African countries.
- The lack of smooth movement of goods and people, as some countries still require visas for citizens of the neighboring countries.

As trade facilitation is the cornerstone of integration, to have a seamless flow of goods across the continent, recommendations were made especially relating to efficient integration in terms of funding for appropriate infrastructure and the harmonization of customs clearance procedures in the region.

Some of the recommendations are as follows:

- The modernization of digital customs systems and the harmonization of procedures at the OSBPs by using smart technologies that help in customs clearance.
- Using e-payment to allow the smooth movement of goods to other countries.
- Capacity building of users to raise awareness about the protocols required in each country.

- Investment by the Private sector in infrastructure.
- Harmonization of customs clearance procedures.
- Reconsideration of visa requirements to ease movement of people within the continent.



8.4. Panel 2: On Overcoming Non-Tariff Barriers: Empowering EAC exporters through Logistics Innovations

This session highlighted the key Non-Tariff Barriers (NTBs) in the EAC region and discussed how they are being overcome by empowering EAC Exporters through Logistics Innovations. It delved on the main challenges affecting the horticultural industry in Burundi, and how collaboration between logistics and investment in horticulture value chains, and digitalizing export procedures can enhance overall export competitiveness. The session also discussed other logistics innovations like Apexloads and their potential contribution to enhancing transparency, predictability and affordability of logistics services in Africa.

Speakers

- Benedict Musengele- Director Customs and Trade, TMA
- Jesper de Wit- TRAIDE
- Prosper Bageguze, Director, Spring Life and Agrifresh Group
- Charles Thuo, Founder and CEO, Apexloads Inc.
- Philippe Ndikumana, Immediate Past President, FEAFFA

Moderator: Christian Nibasumba - Country Representative- TMA Burundi



8.5. Discussions and comments from panelists

The panelists discussed some of the issues related to NTBs in addition to those highlighted in the previous panel session.

Some of the challenges raised include:

- Visa requirements: EAC citizens still face visa requirements when moving to other countries of the EAC zone, which can limit access to the African Continental Free Trade Area (AfCFTA).
- Customs documentation and procedures lead to complex and time-consuming customs procedures that delay the clearance of goods.
- In Burundi and across the region, challenges related to visibility, trust and liquidity were highlighted.
- Non Tariff Barriers
- Lack of cold chain storage and other logistics facilities to support the horticultural sector.

- Limited knowledge and capacity in the logistics industry.

While these challenges remain a reality in the region, strategies to address NTBs were suggested by panelists:

- Streamlining customs procedures by simplifying and standardizing customs documentation and clearance processes.
- Harmonization of regulations to align regulations and standards across EAC member states to reduce confusion and compliance costs.
- Promoting digitalization by leveraging technology, that is, setting up a Unified Logistics Platform. This could help with customs procedures, reducing paperwork and increasing efficiency.
- Investment in cold chain infrastructure to support aggregation of horticulture products for export.

- Continued capacity building for the logistics industry to support emerging and comparative sectors such as horticulture in Burundi.



8.6. Panel 3: On Decarbonizing Global Supply Chains: Assessing the Progress Made by Africa's Logistics Industry

The session discussed the progress that Africa has made towards more sustainable supply chains and what the continent needs to reduce its logistics industry carbon footprint. It delved into the interventions by different players towards greening supply chains and the opportunities to scale them up for a wider impact.

Speakers

- Friedel Sehleier, Project Manager, Kühne Foundation

- Charles Ngugi, Kenya School of Revenue Administration (KESRA) – KRA
- John Ngethe Muchina, Policy Advisor, Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)
- Faraji Yassin KONDO, Central Corridor Transit Transport Facilitation Agency (CCTTFA)
- Enock Okemwa, Bandari Maritime Academy (BMA)
- Marumbo Sichinga, Expansion Lead, Kabisa

Moderator: Ms Olivia Lamanya, Kühne Climate Centre (KCC)



8.7. Discussions and comments from panelists

Panelists stressed the significance of maintaining the planet by reducing greenhouse gas emissions to zero emissions. The Central and North Corridors are working to facilitate transit transport that complies with the protection of the environment. In terms of funds, partnerships have been established with TMA, GIZ, EU, Kuehne Foundation and others.

The corridors suggested the following strategies to address the issue of greenhouse gas emissions so that the region can reach the target "zero emission". They highlighted the significant need to involve all stakeholders if the target of zero emissions is to be achieved.

Key recommendations

- Capacity building: They pinpointed that Zero emission cannot be achieved without sensitizing and building capacity of industry stakeholders. Human beings are the ones who pose a threat to the environment, and consequently human intervention is required to address the issue.
- To align with green transport logistics, the use of e-trucks is a prerequisite to decarbonize the global supply chain. Therefore, electric trucks and electric infrastructures should draw special attention.
- Need for mindset change among logistics industry stakeholders to align their operations with the greening agenda.
- Need for appropriate and supportive policy framework for adoption of green logistics.



8.8. Panel 4: On Exploring the Link between Insurance, Banks, and the Logistics Industry in International Trade

This session highlighted the challenges inhibiting collaboration between banking, insurance and logistics and delved into the opportunities for improving collaboration between the sectors for supply chain efficiency.

Speakers

- Floribert Nzoyihera, President, ABADT
- Ntakiratsumworo Remy Abdoul Fazal, President INNOVATION
- Fredrick Aloo, National Chairman, Kenya International Freight and Warehousing Association (KIFWA)
- Boaz Nimpe, Executive Director, Bankers Association, Burundi
- Gahungu Rénovat, Président of Insurance Association, Burundi
- Stephen Analo, Customs and Trade Capacity Building Expert - EAC secretariat.

Moderator: Ruhiza Lewis, Managing Director, SODETRA



8.9. Discussions and comments from panelists

The panelists discussed the link between Insurance, banks and the Logistics Industry, shed light on the close relationship between the three key sectors. Panelists indicated the need for the three key players to work closely together to secure goods and finance transport and logistics operations. They raised challenges like the lack of common understanding of what each of the parties should do in the supply chain. Some of the challenges raised were:

- The lack of partnerships and collaboration between insurers, banks and freight forwarders.
- The lack of funds for appropriate infrastructures.
- The lack of skills and appropriate technologies so that digital solutions can be centralized.

- The issue of capital market supplementing the banking sector.

After the identification of challenges, several recommendations were made as a way out to overcome the challenges, thus facilitating African Trade:

- There should be strategies to build and sustain the relationship between Insurance, Banks and Freight forwarders. Instruments such as MoUs to officially bind the three sectors may be a good starting point.
- Some capacity building is needed on the latest technology in the sector of Insurance, Banks and Logistics, each of them being updated on the new technologies. The PPP should be involved to make sure that training is delivered in good time so that each party is informed and understands what the other does.

This could motivate them to design products targeting each other.

- The three key players need to raise awareness for each other so that each knows what they do.
- There is need for establishment of a regional policy framework to strengthen collaboration between the three key players in the sector of logistics.
- There is need to beef up capacity of the banking and insurance sectors to make it possible to meet the demands and financing complexities of Africa's transport and logistics industry.

Competing with traditional enterprises disadvantages the logistics industry thus affecting its ability to play its role in trade.

Panelists agreed that the key players in the sector should have a common understanding of what other parties do to make Intra-African trade as efficient as possible. By doing this, the interconnection between these industries will help logistics companies manage risks by ensuring their transit goods and addressing the issue of infrastructures by accessing finance through banks are adequately catered for.



8.10. Panel 5: On Boosting Investment in Africa's Transport Infrastructures for Efficient Continental Trade

This session focused on proposed and ongoing infrastructure development

projects to support regional and continental trade. There was also benchmarking from other land linked countries that have opened themselves up to continental and global trade through investment in transport infrastructure.

Speakers

- Jean Pierre Bacanamwo – Director, Trade Facilitation, Northern Corridor.
- Athanase Ndayiragije, Director – International Transport, Ministry of Transport and Infrastructure – Burundi
- Dawit Woubishet, President Ethiopia Freight Forwarders on Ethiopian
- Edward Urio, President TAFFA
- Daniel Deng, President SSFFA
- Faraji Yassin Kondo, CCTTCA
- Emile Sinzumusi - Trade Facilitation Expert
- Melchiade Niyonzima, President ATIB

Moderator: Deo Ntibibuka, President, Chamber of Transport, Burundi



8.11. Discussions and comments from panelists

Panelists raised some significant issues related to the lack of appropriate infrastructure to make multimodal transport efficient in the best interest of regional and continental trade. It was agreed that multimodal transport is very important to facilitate the transport of goods and hence the reduction of costs:

Some challenges were pinpointed as bottlenecks for connectivity and efficient trade on the African Continent:

Despite inadequate infrastructure, some railways and inland waterways have been neglected. It was highlighted that Africa's connecting infrastructure, such as poor roads and limited or unused railways between countries in the same region increases transport costs and creates delays.

The panel appreciated that investment in transport infrastructures is critical as seen from the good example of Ethiopia in the sector of multimodal transport.

It was noted that efforts are being made to overcome these challenges. There are projects being implemented with the support of some institutions like the World Bank, the Africa Development Bank, the European Union and JICA.

The conversation highlighted some of the projects being implemented by the government of Burundi to enhance its connectivity to the rest of Africa. They included among others:

- The modernization of Bujumbura Port to host more containers and passengers.

- The modernization of Bujumbura Airport with a modern tower and the rehabilitation of the landing runway.
- The construction of the SGR Uvinza-Musongati.

It was recommended that:

- Bilateral institutions, governments and regional blocs should work closely to identify priority regional infrastructure projects to promote interconnectivity among neighboring states as a step to promoting continental trade. Sections of the corridors in very poor state should be prioritized.
- Encourage Public-Private Partnerships in infrastructure development projects.



9. RECOMMENDATIONS

- The modernization of digital customs systems and the harmonization of procedures at the OSBPs by using smart technologies that help in customs clearance.
- Using e-payment to allow the smooth movement of goods to other countries.
- Capacity building of users to raise awareness about the trade facilitation protocols required in each country.
- Reconsideration of visa requirements to ease movement of people within the African continent.
- Investment by the Private sector in logistics infrastructure development to ease the burden on governments.
- Streamlining customs procedures by simplifying and standardizing customs documentation and clearance processes.
- Harmonization of regulations to align regulations and standards across EAC member states to reduce confusion and compliance costs.
- Promoting digitalization by leveraging technology, that is, setting up a Unified Logistics Platform. This could help with customs procedures, reducing paperwork and increasing efficiency.
- Continued capacity building for the logistics industry to support emerging and comparative sectors such as horticulture in Burundi.
- Continue creating awareness and build capacity of transport and logistics players in Africa on issues of climate change and sustainability to trigger them into action.
- Need for green transport logistics to draw special attention to availability and access to electric trucks and electric infrastructure to promote use of e-trucks as a prerequisite to decarbonizing the global supply chain.
- There should be strategies to sustain the relationship between Insurance, Banks and Freight forwarders.
- There is need for a regional policy framework to strengthen collaboration between insurance, banking and logistics in trade facilitation.
- There is need to beef up capacity of the local banking and insurance sectors to meet the demands and financing complexities of Africa's transport and logistics industry without having to compete with traditional enterprises.
- Bilateral institutions, governments and regional blocs should work closely to identify priority regional infrastructure projects to promote interconnectivity among neighboring states as a step to promoting continental trade. Sections of the corridors in very poor state should be prioritized.

10.GALLERY



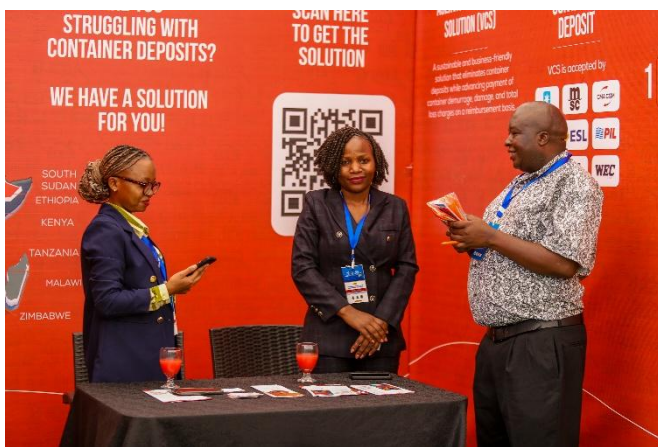
10.1. GALLERY



10.1. GALLERY



10.2. GALLERY





Federation of East African Freight Forwarders Associations (FEAFFA)
Hillcrest Court, Waiyaki Way, Slip Road, Westlands, Nairobi
P.O. Box 22694 - 00400, Nairobi, Kenya
+254 (0)738 150 673, +254 (0)738 165 318

www.globallogisticsconvention.com