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The Red Sea Crisis, the Bane for East African Trade

The maritime security situation in the Red Sea, which is the key passage for Eastern and Southern bound ships, remains dire, with ongoing Houthi attacks on commercial vessels and a heightened risk of escalation, prompting international naval patrols and re-routing of ships through West Africa and round the Cape of Good Hope.

The Houthis, a group backed by Iran, have been launching attacks on ships in the Red Sea, claiming to target vessels linked to Israel, the US, or the UK.

As a result, most of the major shipping lines have stopped plying the volatile route, opting for the longer route with costlier financial consequences to shippers.

Shipping costs to Eastern Africa have remained high following shipping lines' decision to totally avoid the Red Sea route amid mounting safety concerns caused by Houthi attacks.

Maersk and Hapag-Lloyd said in a joint statement late last year that their new alliance, the Gemini Cooperation, would bypass the Red Sea from February 1, 2025. Mediterranean Shipping Company (MSC) suspended transit through the Suez Canal in January amid conflict in the Middle East.

Instead, they will begin using the Cape of Good Hope at the southern tip of Africa.

This will come with surcharges. The lines said the decision to take the longer route around Africa was made "after thorough consideration and given the continued safety concerns in the Red Sea," the companies said in a customer advisory, indicating that they expect to "phase in their Cape of Good Hope network for the commencement of the Gemini Cooperation on 1 February 2025."

At the same time, the United Nations Security Council has Adopted a resolution to Sustain Monthly Reporting on Houthi Attacks in the Red Sea. Members have urged the group to Halt Attacks.

The Security Council needs to address the root causes of Conflict one year after adopting a text demanding that the Houthis immediately cease all attacks on merchant and commercial vessels in the Red Sea, the Security Council today reiterated that demand in a new resolution and called for ongoing monitoring of the situation as these attacks continue with increasing sophistication.

George Sunguh
MANAGING EDITOR

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United Nations Sustains Reporting on Houthi Attacks in Red Sea

The United Nations Security Council Adopts Resolution 2768 (2025), Sustaining Monthly Reporting on Houthi Attacks in Red Sea. Members Urge Group to Halt Attacks, Debate Need to Address Root Causes of Conflict one year after adopting a text demanding that the Houthis immediately cease all attacks on merchant and commercial vessels in the Red Sea, the Security Council today reiterated that demand in a new resolution and called for ongoing monitoring of the situation as these attacks continue with increasing sophistication.

Adopting resolution 2768 (2025) (to be issued as document S/RES/2768(2025) by a vote of 12 in favour to none against,with 3 abstentions (Algeria, China, Russian Federation), the Council extended, until 15 July 2025, its request that the Secretary-General provide it with written monthly reports on Houthi attacks on merchant and commercial vessels in the Red Sea. It also reiterated its demand that the Houthis immediately cease such attacks and release the Galaxy Leader and its crew.

Further, the 15-nation organ took note of the use of advanced weaponry in these attacks and demanded that Member States stop providing arms to the Houthis. And, emphasizing the need to address the root causes of these attacks — including the conflicts contributing to regional tensions and the disruption of maritime security — the Council urged caution and restraint to avoid further escalation of the situation in the Red Sea and the broader region.

Speaking after the vote, the representative of the United States stressed that, while the Houthis "have not heeded" the Council's previous resolution on this matter, extending the reporting requirement including "information on the weapons we all know Iran is supplying the Houthis" — will give the Council accurate, timely insights to guide its deliberations. She added: "Attacks on any vessels in the Red Sea, regardless of origin or ownership, are entirely unacceptable; arguing otherwise risks legitimizing clear violations of international law."

"Maritime security and freedom of navigation in the Red Sea is under extreme pressure," observed Greece's representative, who added that "these attacks have a direct impact on us all". Maritime security is expected to further deteriorate, while the re-routing of shipping continues to favour safer but costlier alternative routes. He therefore underlined the need to end the Houthis' attacks "by looking into the origins of the use of advanced weapons and by preserving the applicability of the arms embargo".

However, the representative of the Russian Federation, whose delegation abstained, pointed to the "one-sided picture" painted by the text's main authors — Greece and the United States.

"If you were to judge the situation only using the text of this resolution, you would be led to believe that the only destabilizing factor in the region is what is being done by Ansar Allah," he said, noting that the text leaves out the most important aspect of the situation on the ground, namely the aggressive military campaign led by the United States and the United Kingdom against a sovereign country. While not justifying the Houthis' actions, he said that his delegation does not understand the United States' logic of urging the Council to work together while continuing to "plunge [Yemen] into chaos".

Similarly, the representative of China — spotlighting the year-long military operations of the United States and the United Kingdom against Yemen, as well as the recent escalation between the Houthis and Israel — said that focusing only on vessel attacks is not sufficient to resolve the "dilemma" facing Yemen in the Red Sea. "The tensions in the Red Sea are a significant manifestation of the Gaza conflict," he observed, expressing regret that today's resolution fails to clearly indicate this correlation.

The representative of Algeria, Council President for January, spoke in his national capacity to state that his delegation's abstention should neither be interpreted as a reservation regarding the Secretary-General's monthly report on the situation in the Red Sea, nor as consent for the Houthis' attacks. Rather, it reflects concerns over the implementation of the resolution 2722 (2024) and what Algeria believes is a "misuse and misinterpretation of the right to defend" by conducting attacks on the territory of sovereign countries, he said.

"As is often the case in this chamber, today's adoption is a product of compromise for everyone," said the representative of Denmark. While her delegation would have preferred stronger language on how the Houthis' attacks threaten the provision of humanitarian aid and the maritime environment, she said that today's resolution nevertheless sends a strong signal demanding that Member States stop arming the Houthis. Further, she underlined the need to uphold the free flow of commerce in one of the world's most-critical waterways: "Neither State nor non-State actors can be allowed to take that freedom away."

Guyana's representative, too, noted that her delegation would have welcomed the inclusion of language referring to Red Sea attacks' impact on the environment and the provision of humanitarian aid to people in Yemen. "These elements were supported by many delegations, and it is regrettable that they were not taken into account," she said. Nevertheless, today's resolution allows for the continuing flow of critical information on the ongoing security situation in the Red Sea. "Establishing the facts on the ground is important for accountability, whether that accountability comes now or in the future," she said.

The representative of Panama, for his part, highlighted his country's maritime nature while rejecting "the way in which these attacks have compromised the free transit of vessels". This has a direct impact on global supply chains, and he urged all parties to uphold the right to navigation as a "fundamental principle of international law". Underscoring that systematic, continuous attacks on commercial vessels cannot be justified, he concluded: "These attacks must immediately cease."

Meanwhile, the representative of the Republic of Korea welcomed the resolution's emphasis on implementing the relevant arms embargo, as well as its concern regarding the Houthis' use of advanced weaponry. He also pointed out that such use is "increasingly linked to regional instability", urging the Council to ensure full implementation of its relevant resolutions.

"The Security Council should pronounce itself in a unified voice to protect maritime security in the Red Sea," stressed Sierra Leone's representative, while also underscoring the need to address the root causes of the Houthi attacks. On this, he welcomed the recent announcement of a ceasefire deal in Gaza. Joining others in noting the "positive news coming from the region" and welcoming the ceasefire between Hamas and Israel, Slovenia's representative noted that this is the first step for peace in the region.

"The security of the Red Sea is fundamentally linked to the stability of coastal States and the broader peace process in the region," said Somalia's representative. "As a nation that has experienced the devastating impact of maritime insecurity, we recognize that lasting solutions must address the root causes of these conflicts," he added.

He emphasized that his country, for its part, is "ready to work to ensure that the Red Sea remains what it has been for millennia — not just a vital maritime corridor, but a bridge of peace and prosperity connecting nations and people".

On Wednesday, 3 January 2024, the United Nations ("UN") Security Council convened a meeting to discuss the continuing attacks against commercial shipping in the Red Sea, which are posing a significant threat to global supply chains and the stability of the region. The meeting came in the wake of numerous attacks launched against international vessels navigating in the Red Sea.

According to Mr Arsenio Dominquez, Secretary General of the International Maritime Organization, approximately 18 shipping companies have reportedly decided to reroute their vessels around the Cape of Good Hope, South Africa to reduce risks, with an increased transit time of around 12 days. This is resulting in higher freight rates and a negative impact on trade, with further disruptions to maritime supply chains expected in weeks to come.

The Red Sea is a vital shipping lane linking Europe and Asia, which records some 15% of international shipping trade, including 8% of global grain trade, 12% of seaborne-traded oil and 8% of the world's liquefied natural gas trade[1].

Attacks had been noted on international vessels such as the MSC United and the Maersk Hangzhou in the Straits of Bab el Mandeb, the narrow stretch of sea connecting the Red Sea with the Gulf of Aden, which must be navigated to pass to and from the Suez Canal. A multinational maritime security initiative Operation Prosperity Guardian (OPG) has been set up and deployed to facilitate the passage of maritime commerce through the Red Sea and Gulf of Aden. The need for coordinated security efforts in the region was affirmed at an extraordinary meeting held in December by members of the Djibouti Code of Conduct (DCoC)[2].

This unprecedented situation, which shipping lines have been reportedly declaring as Force Majeure, has required shipping lines to swiftly reroute ships in Europe, taking account of the stowage configuration onboard and available berthing windows. Among others, diversions have been reported via the Cape of Good Hope and Jeddah. It is expected that this will trigger stiff competition for berthing rights in Europe, given the limited number of berths to handle large vessels.

Disruptions are expected in terms of change in rotation and delays, the extent of which remains unclear given the lack of accurate data for the time being. Meanwhile, freight rates have already sharply increased for containers on routes from Asia to northern Europe and the Mediterranean, and with destinations in the Middle East region. In a stark reminder of the maritime crisis a couple of years ago, reports have shown that many contracts are no longer being honoured, with bookings being pushed to spot market rates.

FIATA recognises the exceptional situation in which supply chain actors are operating, and the challenges associated with rerouting vessels to ensure maritime safety and supply chain fluidity. Freight forwarders continue to play a crucial role in organising transport needs across the supply chain to find the most efficient and sustainable solutions amid the ongoing challenges. FIATA urges shipping lines to exercise care in the imposition of surcharges, noting reports of surcharges being levied in respect of unaffected destinations such as trade concerning the North Atlantic. This is crucial in the interests of ensuring fluidity of global supply chains, and preventing situations such as the recent maritime crisis.

Coordinated efforts are crucial to ensure business continuity, as well as maritime safety and security. Having recently obtained observer status at the IMO, FIATA echoes the IMO's commitment to protect seafarers, ships and cargoes, and stands ready to support all such initiatives aimed at strengthening communication among concerned actors.

East African Freight Costs Stay High

In 2024, Maersk Line contributed significantly to African trade by expanding its presence, investing in new technologies, and adapting to the challenges of the Red Sea crisis, ultimately boosting trade and logistics in the region.

The shipping costs to Eastern Africa are bound to remain high following the recent decision by some shipping lines to totally avoid the Red Sea route from amid mounting safety concerns caused by Houthi attacks.

Maersk and Hapag-Lloyd, said a joint statement late last year that their new alliance, the Gemini Cooperation, would bypass the Red Sea from February 1, 2025.

Mediterranean Shipping Company (MSC) in January suspended transit through the Suez Canal, amid conflict in the Middle East.

Instead, they will begin using the Cape of Good Hope at the southern tip of Africa. This will come with surcharges.

The decision to take the longer route around Africa was made "after thorough consideration and given the continued safety concerns in the Red Sea," the companies said in a customer advisory, indicating that they expect to "phase in their Cape of Good Hope network for the commencement of the Gemini Cooperation on 1 February 2025.""As the situation remains highly dynamic, Hapag-Llloyd and Maersk will return to the Red Sea when it is safe to do so," they said.

The announcement, even though indefinite, could be a big blow in the supply chain, which must now endure higher costs. But it also signals lower revenues for Egypt, which relies on the Suez Canal to charge ships a fee for using a shorter route into Eastern Africa.

The Suez Canal Authority (SCA) said earlier it had incurred $6 billion in losses in the last eight months of this year as Houthi rebels in Yemen targeted ships owned by Israel or its allies."The Red Sea impact has been massive, as there would be a delay in getting supplies, with fresh produce dealers such as avocado who use sea most affected, as it will take longer transit time by over 12 days.

"We expect an increase in operational costs for the vessels considering that, already, there has been an imposition of a surcharge on transit disruption for referred containers and other cargo due to unrest in the Red Sea," said Ogayo Ogambi, CEO of the Shippers Council of Eastern Africa.

Mr Ogambi said the decision could affect moves by countries such as Kenya, which have sought to shift exports from air to sea. Kenya launched targets to switch exports shipped out by air to sea by 2030."As of today, the disruption of the Suez Canal has created a shortage of not only perishable but also normal containers due to the increased cargo delivery time such as avocado in East Africa but also tea and coffee supply chains," he said.

The Red Sea, and the Suez Canal in particular, as an important link route to the European market, is the most important, accounting for 26 percent of all imports in terms of value into African countries, and the first destination for 26 percent of all African exports in terms of value, the Council says.

The price of freight for ships heading to Red Sea ports has risen to $6,800 per container, compared to $750 per container before the crisis.

Additionally, fuel and insurance costs have surged, posing unprecedented challenges to the maritime transport industry and affecting navigation rates in the Suez Canal.

Early this year, shipping lines introduced Transit Disruption Surcharge as a result of Houthi attacks of $200 and $400 for 20-foot and 40-foot container respectively, and $450 for a reefer container.

Apart from that, traders were slapped with Emergency Contingency Surcharge of $250 for 20-foot container and $500 for 40-foot container as well as reefer container.

Since last November, the Iran-backed Houthi militia has been launching drone and missile attacks on cargo ships sailing in the Red Sea, Bab al-Mandab and the Gulf of Aden off the coast of Yemen, claiming that this is in support of Gaza, which has been subjected to a devastating Israeli war since October 7, 2023. These attacks have negatively affected shipping, trade and global supply chains.

"We expect an increase in operational costs for the vessels considering that, already, there has been an imposition of a surcharge on transit disruption for referred containers and other cargo due to unrest in the Red Sea - ***Mr. Ogayo Ogambi***

As a result, the United States formed a military coalition and, since the beginning of this year, it has been carrying out strikes alongside Britain, which it says target the Houthis' military capabilities, in response to their attacks on cargo ships, which the Houthis responded to with attacks on American and British naval ships, considering them "military targets."

Maersk Line is a Danish international container shipping company and the largest operating subsidiary of Maersk, a Danish business conglomerate. Founded in 1928, it is the world's second largest container shipping company by both fleet size and cargo capacity, offering regular services to 374 ports in 116 countries. As of 2024, it employed over 100,000 people.

Maersk Line operates over 700 vessels and has a total capacity of about 4.1 million TEU.

In 2024, Maersk Line contributed significantly to African trade by expanding its presence, investing in new technologies, and adapting to the challenges of the Red Sea crisis, ultimately boosting trade and logistics in the region.

As one of the world's largest container shipping companies, second only to Mediterranean Shipping Company (MSC), Maersk Line moves 12 million containers every year and deliver to every corner of the globe.

Maersk's total revenue reached US$55.5 billion in 2024, with Ocean revenue rising to US$37.4 billion, Logistics & Services growing to US$14.9 billion, and Terminals revenue increasing to US$4.5 billion.

Hapag-Lloyd AG on the other hand is a German international shipping and container transportation company, the 5th biggest in the world. It was formed in 1970 through a merger of Hamburg-American Line (HAPAG) and Norddeutscher Lloyd.

Port of Mombasa Registers Cargo Throughput Growth

The Port of Mombasa has registered a remarkable increase in cargo throughput of 14 per cent in 2024 as it handled 41.1 million tons compared to 35.98 million tons in 2023.

The container traffic saw a record-breaking increase, with a 23.53% growth to 2,005,076 TEUs, highlighting the continent's growing role in global trade.

Container traffic through the Mombasa port reached a record 2,005,076 twenty-foot equivalent units (TEUs) in the year to December 2024, up from 1,623,080 the previous year.

This remarked performance however fell short of Kenya Ports Authority (KPA) projected 2.2 million TEUs by the end of 2024.

Container traffic experienced a significant upward trend in December 2024, with 188,495 TEUs processed compared to 152,326 TEUs handled in December 2023.

Transshipment traffic for the month reached 42,681 TEUs, a 25.8% increase, while transit traffic registered 1,184,541 tons, up by 22.2% from December 2023.

Africa's strategic geographic location at the crossroads of major global shipping routes positions it as an essential hub for global container traffic.

Between the first half of 2018 and the first half of 2023, port calls by container ships rose by 20% in Africa, while tanker calls grew by 38%.

The Red Sea shipping crisis has had a significant impact on Africa, with some shipping lines avoiding the Red Sea route, potentially leading to higher costs for East African importers.

Effective port development and the development of a harmonized transit system in road and rail infrastructure are crucial for improving connectivity and creating trade opportunities for transit and landlocked countries in Africa.

Kenya is likely to diversify its import sources further, reducing dependency on traditional markets and exploring new partnerships, particularly within the East African region.

Container traffic through the Mombasa port grew 23.53 percent to a record 2,005,076 twenty-foot equivalent units (TEUs) in the year to December 2024, the Kenya Ports Authority (KPA) said, up from 1,623,080 registered the previous year.

Last year the port surpassed the 2023 target of 1.6 million TEUs, with the volumes reaching 1.75 million TEUs by the month of September last year.

The KPA Managing Director Captain William Ruto had attributed the growth to improved operational efficiency and streamlined processes at the facility.

Ruto noted that KPA's cargo volumes over the past two years have outpaced projections, with current port capacity standing at 2.1 million TEUs.

He revealed that KPA is working to boost the Port's Capacity by expanding Container Terminal 1 also known as Berth Number 19B adding that they will soon sign the contract with the contractor to add 240 meters of key length, an additional capacity of 300,000 TEUs.

“Before I took over as the CEO, the

> “KPA's investment in the oil terminal underscores its commitment to modernization, economic growth, and environmental sustainability. As the project progresses, it is set to reinforce Kenya's leadership in innovative port management across Africa
> **- *Capt. Ruto***

port was doing 1.4 million twenty-foot equivalent units (TEUs), and at the end of my first year, at the end of 2023, we did 1.6 million TEUs, a growth of 12 percent from the previous 0.4 percent,” Ruto said.

He noted that KPA now serves over eight transit countries, with the transit market growing by more than 35%.

Additionally, the port is implementing major upgrades, including modernizing the Terminal Operating System and acquiring advanced equipment to boost operational efficiency.

Ruto emphasized his commitment to reducing costs and promoting environmental sustainability through strategic investments, such as the new oil terminal.

He said the move has significantly reduced ship waiting times and addressed the long-standing issue of high demurrage costs, which have previously driven up fuel prices.

In a move towards greener logistics, petroleum products are now being transported via ships to Kisumu, removing approximately 158 trucks from the road per journey in a bid to cut carbon emissions and improve road safety by reducing heavy truck traffic.

“KPA's investment in the oil terminal underscores its commitment to modernization, economic growth, and environmental sustainability. As the project progresses, it is set to reinforce Kenya's leadership in innovative port management across Africa,” Ruto said.

A Sustainable Shipping Practices and Green Ports

Sustainable shipping practices and green ports are crucial components in the effort to reduce the environmental impact of transportation and promote sustainability in the shipping industry.

With increasing concerns about climate change and the need to preserve natural resources, adopting eco-friendly practices and implementing green initiatives have become essential.


AFRICAN Shipping Review
African SYNODALITY
African Catholic VOICES
SAFARI
TEA JUCTION
COVID-19 DEVASTATES
BANDARISACCO
Delegates Approve 2020 Dividend
ISCOS
Our Ports
GRIDLOCK

Air India and Kenya Airways Launch Codeshare Partnership

Air India and Kenya Airways have entered a codeshare partnership, enhancing travel options between India and Africa. As part of the agreement, Air India will place its 'AI' designator code on Kenya Airways' twice-daily flights between Nairobi and Mumbai, allowing seamless connectivity for passengers traveling between the two regions.

Expanded Global Connections

Through this partnership, passengers flying between Nairobi and Mumbai will have access to onward connections via Mumbai on Air India-operated flights to Bangkok (Thailand), Colombo (Sri Lanka), Dhaka (Bangladesh), Malé (The Maldives), Melbourne (Australia), and Singapore. Additionally, travelers from Nairobi can connect to multiple destinations within and beyond India via Delhi when flying on Air India's Nairobi-Delhi route.

Air India's Chief Commercial Officer, Nipun Aggarwal, emphasized the strategic importance of the collaboration, stating, "Deepening our partnership with Kenya Airways aligns perfectly with Air India's strategic vision of expanding our global footprint and strengthening our position in key markets. Our codeshare partnership will provide significant benefits to guests of both airlines and contribute to the overall growth of air travel between India and Africa."

Extensive Interline Agreement

Beyond the codeshare arrangement, Air India and Kenya Airways have an interline agreement that allows passengers to travel on a single itinerary across an extensive network. The agreement covers 28 destinations in Africa, including Accra, Addis Ababa, Dar es Salaam, Harare, Johannesburg, Cape Town, Victoria Falls, Seychelles, Kilimanjaro, Mombasa, and Zanzibar. Similarly, passengers can access 15 destinations in India, including Ahmedabad, Bengaluru, Chennai, Delhi, Goa, Jaipur, Kochi, Kolkata, and Hyderabad.

Kenya Airways' Chief Commercial and Customer Officer, Julius Thairu, welcomed the enhanced collaboration, stating, "We are delighted to expand our partnership with Air India, which will open up significant opportunities for our passengers. This codeshare agreement allows us to offer seamless connections across both airlines' networks, making travel easier and more convenient."

SAA Appoints Prof. Lamola as Permanent Group CEO of SAA

Professor John Lamola

South African Airways has announced the appointment of Professor John Lamola as the Group Chief Executive Officer following "the approval by the Minister of Transport, Ms Barbara Creecy". According to SAA, "the Board is confident that Professor Lamola's appointment marks a turning point for SAA's long-term financial health, who has the skill, track record, leadership skills, insight, and vision to guide the national carrier in its continued growth, ensuring that SAA remains a viable regional, continental, and global aviation operator."

Notably, Professor Lamola has been at the helm at SAA as interim CEO since May 2022 and the airline says "his proven leadership will ensure stability and continuity in SAA's governance and operations."

SAA Board Interim Chairperson, Mr. Derek Hanekom says: "The SAA Board is delighted to be able to appoint a solid and dedicated leader well versed in SAA's fortunes and eager to continue overseeing its take-off into better skies. We wish Professor Lamola and SAA safe flight into an even brighter future."

In his position as interim CEO, SAA reports that "Professor Lamola ensured SAA's return to profit-making status. In the 2022/23 financial year, SAA reported a net profit of R252-million, marking its first profitable year since 2012. Revenue in the same year was R5.7-billion, up from R2-billion in the previous financial year (2021/22)."

The airline also reports that it has "steadily added national, continental, and global routes, flying to 16 destinations by January 2025, in contrast with six destinations in 2021. It has expanded its fleet from six aircraft to 20 in the same period, including the addition of two Airbus A330s."

The airline's financial discipline and health continue to improve, and Professor Lamola's appointment confirms the Board's confidence in his leadership and aligns with the government's vision for a commercially viable and globally competitive SAA.

SAA reports that: "According to a study SAA commissioned from Oxford Economics Africa, a London-headquartered consulting leader in global economic forecasting and econometric analysis, SAA's gross value add (GVA) to South Africa's GDP in the 2023/24 financial year is R9.1-billion. Oxford Economics Africa projects that the airline's GVA to South Africa's GDP will rise to R32.6-billion by 2029/30."

The same report estimates that "SAA is a powerful job creator for the South African economy. It projects that SAA's impact on the economy, through, for example, bringing tourists to South Africa and facilitating international trade with the country, will take off, sparking the creation of direct and indirect jobs, from 25 200 jobs in 2023/24 to 86 700 by 2029/30."

SAA says that "Professor Lamola has solid experience in the aviation industry, having built and managed a proprietary private equity investment portfolio that included holdings in aviation and internet technologies. He was CEO at Denel Aviation between 1996 and 2001 and served on the Board of the Airports Company South Africa between 2012 and 2017."

TAAG Angola Airlines gets its 1st Boeing 787 Dreamliner

Angola's government has ambitiousplans to increase international tourism and trade, which involves increasing connectivity to and from Angola and making Luanda a key regional hub.

Angolan flag carrier TAA Angola Airlines has received the first of four Boeing 787 Dreamliners, just over a year after placing the order. The airline is undergoing significant transformation, with new aircraft, a new hub, and a new brand identity.

The first 787 arrives in Luanda

The new 787-9, registered as D2-TEQ, arrived at TAAG's new hub at Luanda Dr Agostinho Neto International Airport (NBJ) on January 29. The aircraft departed Everett at 10:14 and landed in Luanda at 12:13 local time, where it was welcomed with a celebratory water cannon salute and received by the airline's and country's officials.

It is one of four Boeing 787s ordered by the airline in October 2023. The first aircraft was initially expected to be delivered as early as August 2024. According to TAAG, the 787 has 313 passenger seats, split between 16 in business and 297 in economy and economy-premium class. TAAG has three more Dreamliners on order: one 787-9 and two 787-10s. The aircraft will support its fleet modernization plans and boost its long-haul capacity. TAAG Angola Airlines CEO Nelson Rodrigues said:

"The delivery of the 787-9 is a pivotal step in our strategy to modernize TAAG Angola Airlines' fleet.

This airplane brings the efficiency and versatility we need to meet growing market demands, replace our aging widebody fleet, and deliver a world-class experience to our passengers."

The new Dreamliner is on a sale and leaseback agreement with AerCap making it the first lessor to introduce the 787 to the Angolan carrier. The pre-delivery payment for the fleet is financed by a consortium led by the Africa Export-Import Bank (Afreximbank) and Absa, one of Africa's largest banks. The transaction builds on the 2019 collaboration, where Absa facilitated a $148 million deal for six Dash 8-Q400 for TAAG.

Enhancing long-haul capabilities

Angola's government has ambitious plans to increase international tourism and trade, which involves increasing connectivity to and from Angola and making Luanda a key regional hub. According to ch-aviation, the state-owned carrier currently has a fleet of eight Boeing 777s, nine 737s, six DHC-8-Q400s, and one Airbus A220-300.

By incorporating the Dreamliner, TAAG seeks to replace its aging 777-300ERs and 777-200ERs and offer passengers an enhanced onboard experience. While not brand new, the 787 was delivered with TAAG's new livery, which reinforces the visibility of the PALANCA (black antelope) while keeping the same color scheme inspired by Angola's traditional fabric.

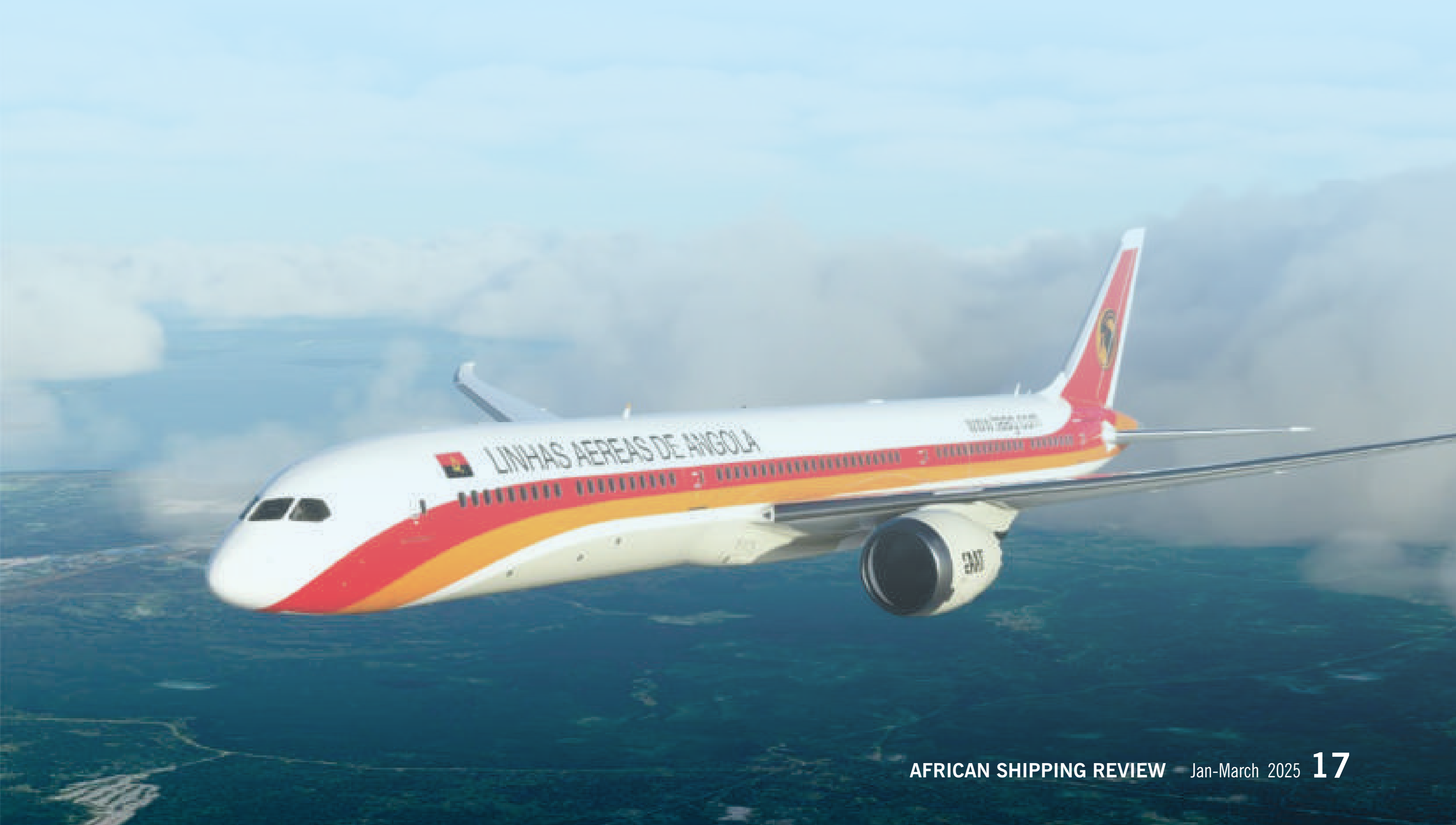
The widebody also features a special "50 ANOS" decal on the front section celebrating the country's 50th anniversary of independence. D2-TEQ arrived in Luanda just ahead of Angola's Liberation Day on February 4, marking nearly 50 years since TAAG received its first aircraft, a Boeing 737-200.

A new era for TAAG Angola

TAAG Angola joins some of Africa's leading airlines, such as Ethiopian Airlines, Egyptair, Royal Air Maroc, and Kenya Airways, in operating the Dreamliner. The fleet is powered by General Electric GEnx engines, one of the two engine options for the type. The airline is also working with Boeing to purchase CO2 emissions reductions with blended Sustainable Aviation Fuel (SAF) through a book-and-claim process.

The carrier also received its first Airbus A220-300 in September 2024 to boost its regional operations. It has 14 more A220s on order from the multiple deals placed at the 2022 Farnborough Airshow and the 2023 Paris Airshow. The single-aisle jet was also delivered in TAAG's new livery and features 125 economy and 12 business class seats.

Meanwhile, the airline has commenced passenger and cargo operations from the new Luanda Airport. The new $3 billion facility was opened in November and is set to become an important point for trade and the primary gateway into the country. TAAG is gradually moving all operations to the new airport, and eventually, all international airlines will operate from there.



African Airlines Record Impressive 14.9% Year-On-Year Increase in Demand for Passenger Travel

The International Air Transport Association (IATA)'s data for January 2025 global passenger demand shows that "African airlines saw a 14.9% year-on-year increase in demand. Capacity was up 11.2% year-on-year. The load factor rose to 75.9% (+2.4 ppt compared to January 2024)."

The data highlighted that: "Total demand**,** measured in revenue passenger kilometers (RPK), was up 10.0% compared to January 2024. Total capacity, measured in available seat kilometers (ASK), was up 7.1% year-on-year.

The January load factor was 82.1% (+2.2 ppt compared to January 2024)."

The data also reports that "International demand rose 12.4% compared to January 2024. Capacity was up 8.7% year-on-year, and the load factor was 82.6% (+2.7 ppt compared to January 2024)", while "Domestic demandrose 6.1% compared to January 2024. Capacity was up 4.5% year-on-year. The load factor was 81.2% (+1.2 ppt compared to January 2024).

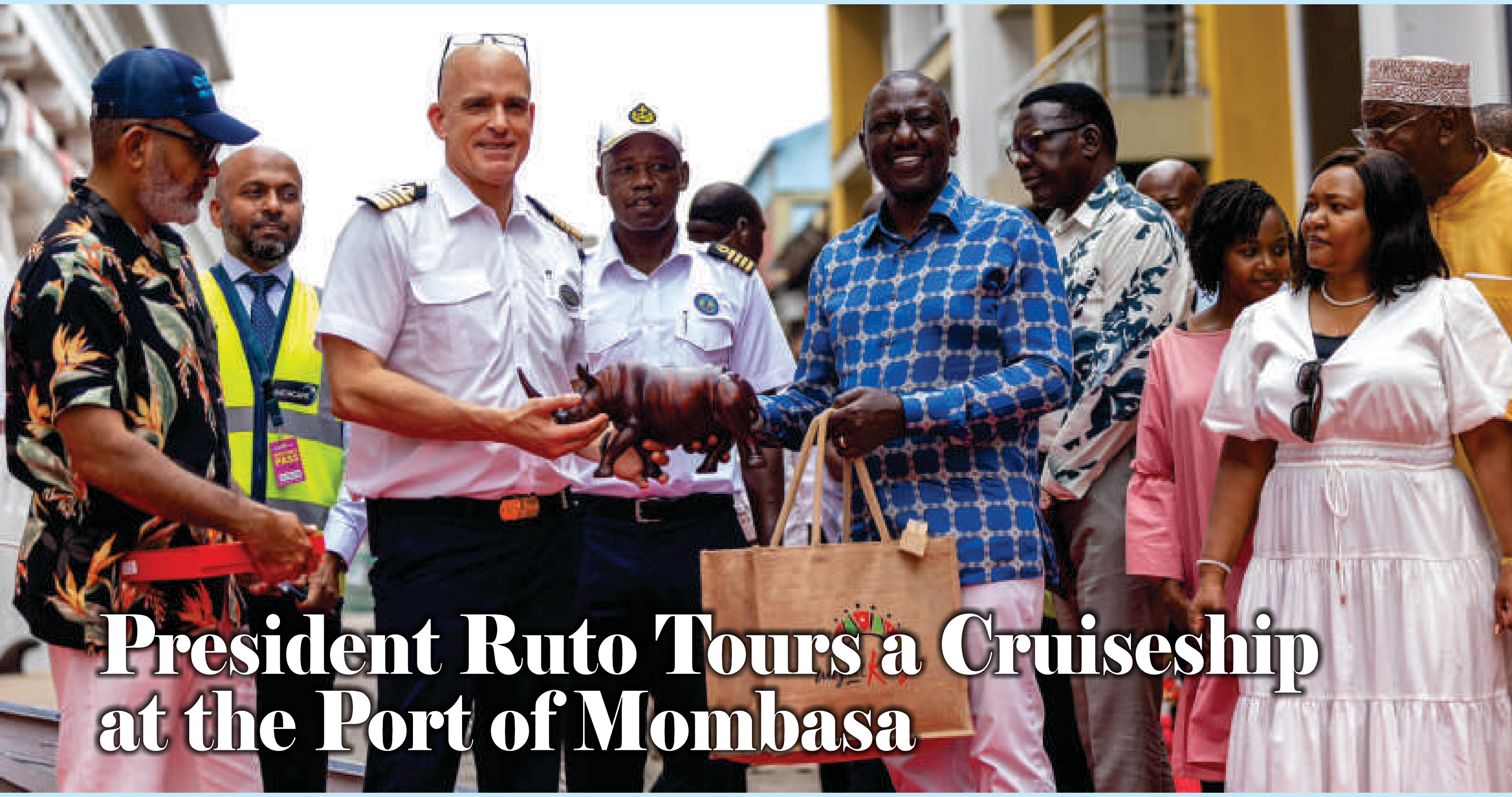
All being recorded as "an an all-time high for January."

Willie Walsh, IATA's Director General said: "We've seen a notable acceleration in demand this January, with a particularly strong performance by carriers based in the Asia-Pacific region. The record high load factors that accompany this strong demand are yet another reminder of the persistent supply chain issues in the aerospace sector."

The DG notes that the strong growth in demand aligns with the results of IATA's "latest passenger survey (November 2024) in which 94% of travelers indicted that they planned to travel as much or more in the coming 12 months than they did in the past year."

He said: "Airlines are doing a good job of accommodating growing demand amid fleet and infrastructure constraints with satisfaction levels above 95%, and nearly 80% of travelers agreeing that air travel is good value for money. Choice is an important component of this satisfaction. Some 70% prefer to pay the lowest fare and customize the additional services they need. It is important for regulators to clearly understand that the majority of travelers do not want to pay automatically for services they don't need."

> " Airlines are doing a good job of accommodating growing demand amid fleet and infrastructure constraints with satisfaction levels above 95%, and nearly 80% of travelers agreeing that air travel is good value for money
> ***- Mr. Willie Walsh, IATA's Director General***



President Ruto Tours a Cruiseship at the Port of Mombasa

President William Ruto takes a tour in the MS Norwegian Dawn at the port of Mombasa

President William Ruto visited the port of Mombasa on a Sunday morning, where he toured the luxury cruise liner Norwegian Dawn.

He joined the Kenya Ports Authority (KPA) in celebrating the ship's arrival from Seychelles, carrying 2,220 tourists and 1,100 crew members.

The Norwegian Dawn is the first cruise vessel of the year to dock in Mombasa.

The 294-meter-long vessel brought passengers from 54 nationalities to the Kenyan coast for excursions, offering them the opportunity to explore the region's pristine white sandy beaches and national parks.

"I am proud to welcome visitors as we establish Kenya as a destination for tourism, i am told 800 of our guests have already left for Amboseli and the city tour and it speaks what tourism is doing to our country," Ruto said.

"Cruise ships were at an all-time high a few years ago, we did experience a slowdown but last year we had 6500 visitors and this year we expect that number to rise as we expect another eight cruise ships to dock."

Kenya ports authority managing director Captain William Ruto piloted the vessel to berth no. 1 and welcomed its arrival, reaffirming KPA's commitment to supporting cruise tourism in the country.

The Norwegian Dawn's maiden call to Mombasa follows the recent docking of the cargo vessel MV. KMTC Hochiminh at the port on its inaugural voyage.

In December 2024, the port also welcomed MV. Bollete, a cruise liner carrying over 900 passengers. Captain Ruto confirmed that another cruise ship is expected to arrive next month.

During his tour, President Ruto interacted with tourists on board, shaking hands and taking selfies with them.

He was accompanied by Mombasa Governor Abdulswamad Nassir, KPA managing director William Ruto and tourism Cabinet Secretary Rebecca Miano.

The more than 2,000 passengers who disembarked on Sunday morning will enjoy a series of exciting excursions along the Kenyan coast, exploring the country's stunning beaches and wildlife parks.

Captain Ruto emphasized KPA's dedication to enhancing cruise tourism through strategic infrastructure investments, positioning the port of Mombasa as a key hub for international cruise travelers.

"This is just the beginning—we expect more vessels to call at the port of Mombasa. i want to assure all cruise lines that the port is safe and ready to receive more visitors," he said.

Chairman Benjamin Tayari welcomed the call noting the visit is an affirmation of Kenya as a tourism hub in Africa.

Miano said the number of tourists who docked on Sunday is the highest Kenya has received at once over the last 10 years.

"We are happy that cruise tourism is picking and Kenya is emerging as the favourite destination of cruise ships,'" said Miano.

Japanese Navy Ships Call Port of Mombasa

Captain Amano Commander of the Japan Maritime Self Defense Force Deployment Unit address journalists onboard JS Bungo at the port of Mombasa during a recent call.

Two Japanese Maritime Self-Defence Forces (JMSDF) ships recently docked at the Port of Mombasa as the two nations amplify their collaboration through strengthening bilateral ties.

The two ships JS BUNGO and mine sweeper JS ETAJIMA with about 120 crew onboard docked at the port on March 13, 2025 for a three days stay in the country.

The visit, according to commanding officer of (JMSDF) unit, Captain Amano Shinsuke sought to improve and strengthen (JMSDF) cooperation with Kenya as they embark on the Indo-Pacific and Middle East deployment 2025(IMED25) deployment.

The visit also aimed at opening new opportunities for maritime collaboration and strengthening of ties between JMSDF and Kenya Navy (KN).

Speaking at the Port of Mombasa, onboard JS BUNGO, Captain Shinsuke reiterated that the deployment would contribute to peace and stability of the region and to enhance mutual understanding and relationship with partner countries.

“The visit seeks to contribute to peace and stability of the region and enhance mutual understanding and relationship with partner countries,” he said during a media briefing in Mombasa.

JMSDF has been conducting a similar deployment since 2021, and this year's 2025 exercise being its third time.

“In each port, we have three nights and we make onboard reception, ship tour office calls, sports activity or goodwill exercise with the navy of each country. I believe our activity deepen our relationship with countries visited.”

The tour came after the two ships had participated in the International Maritime Exercise (IMX) hosted by the US Central Naval Command (NAVCENT) in Bahrain.

From Bahrain the ships passed through the Kingdom of Cambodia, Republic of India, Republic of Kenya, Malaysia, Sultanate of Oman, Republic of Philippines, Kingdom of Saudi Arabia, Republic of Seychelles, Republic of Singapore, and democratic Socialist Republic of Sri Lanka.

“ We recognize Kenya as an important partner that shares the key values such as democracy and the rule of law with Japan and actively contributes to conflict resolutions and peace keeping in East Africa,” said Captain Amano.

The Commander said under the vision of “Free and Open Indo-Pacific (FOIP), Japan proactively promotes multi-faced and multi-layered defense cooperation and exchanges in order to strengthen cooperation with as many countries as possible.

PMAESA to Host Cabotage and Blue Economy Conference 2025

The Port Management Association of Eastern and Southern Africa (PMAESA), has been charged with the responsibility by the Kenya government to organize another edition of the African Maritime Cabotage and Blue Economy Conference (AMCBEC) in Mombasa this year.
Hon. Kaituko Geoffrey Eyanae the outgoing Principal Secretary for the State Department of Shipping and Maritime Affairs, in the Ministry of Mining, Blue Economy and Maritime Affairs gave these instructions following the successful hosting of the inaugural event from 8 – 10 November 2023 in Mombasa.
The AMCBEC 2023 Secretariat had paid a courtesy call on the PS in his Nairobi office to present him with the final report of the event proceedings, recommendations and conclusions.
The **Africa Maritime Cabotage and Blue Economy Conference (AMCBEC 2023)** was collaboratively planned and co-hosted by PMAESA, Kenya National Chamber of Commerce and Industry (KNCCI), Kenya Maritime Authority (KMA), Intergovernmental Standing Committee on Shipping and the Government of Kenya. Under the theme: Unlocking the AfCFTA potential by rethinking Maritime Cabotage and Blue Economy for improved connectivity.
The Conference focus was to reflect and advance objectives of;
Strengthening relations among African ports with a view to promoting regional cooperation and subsequently Africa regional integration under the objectives of Port Management Association of Eastern and Southern Africa (PMAESA) and Pan-African Association for Ports Co-operation (PAPC).
Advocating for the creation of a favorable commercial, trade and investment environment that support enterprise expansion under the objectives of the Kenya National Chamber of Commerce and Industry.
African Maritime Transport Charter (2010): 'State Parties shall promote Cabotage and effective participation of private sector operators at national, regional and continental levels. The establishment of national and regional maritime Cabotage shipping lines should be encouraged in order to promote Intra- African trade and facilitate the economic and socio-economic integration of the continent'.

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Bernhard Schulte Shipmanagement Opens New Training Facility in Ghana

BSM has opened the doors to its sixth Maritime Training Centre in Accra, Ghana, increasing its training offer to seafarers in the region. ©BSM

"With the opening of the new MTC in Ghana, BSM has taken a significant step towards enhancing its training offering to seafarers from the region and cultivating highly skilled professionals who deliver the highest levels of performance - ***Ms. Eva Rodriguez, HR Marine Director at BSM***

The maritime industry is in desperate need of skilled seafarers; however, well-trained young talent is scarce. As the working age population of traditional seafaring nations is anticipated to decline over the next few years, companies need to take matters into their own hands and diversify their crew pool if they want to maintain business continuity. Bernhard Schulte Shipmanagement (BSM) has now opened its Maritime Training Centre in Ghana, further boosting its presence and enhancing its maritime services offering in West Africa.

Bernhard Schulte Shipmanagement (BSM) has opened a new Maritime Training Centre (MTC) in Ghana, further cementing its position in the region. The new MTC is located on the campus of the Regional Maritime University (RMU) in Accra, Ghana, with whom BSM established a local representative office as well as a cadet programme in 2012. The offered courses focus on vocational exposure and the training of cadets, officers and ratings, making it a meaningful addition to programmes offered by the university. In addition, tailor-made training courses are offered for hospitality crew for cruise ships.

"At BSM, we place emphasis on the selection, development and management of our seagoing employees which is key to the safe and efficient operations of the vessels of our clients.

With the opening of the new MTC in Ghana, BSM has taken a significant step towards enhancing its training offering to seafarers from the region and cultivating highly skilled professionals who deliver the highest levels of performance," says Eva Rodriguez, HR Marine Director at BSM. "With the establishment of a local training facility, not only we are underlining our ongoing commitment to the region but also addressing the growing demand for skilled crew by diversifying our crew pool."

BSM has been investing in the training of African seafarers for over a decade. With 1.5 billion people, and this number expected to double by 2050, as well as an estimated combined Nominal GDP of USD 2.8 trillion dollars, the African continent is one of the world's biggest growth markets. When it comes to sourcing the next generation at sea, the region will be one of the new frontiers as the population is young and growing rapidly. Being fully aware of the great potential, BSM already started training African seafarers back in 2012. Back then, the pool of West African BSM seafarers counted less than 30. Today, the company has 600 seafarers from the region in its crew pool.

The new MTC in Ghana is BSM's sixth institution of this kind. The company's training facilities are focussed on providing specialist skills and training through training programmes that are tailored to meet industry and client-specific requirements, offering a comprehensive curriculum that merges theory with hands-on experience. Cutting-edge facilities and experienced instructors, create an environment, not only for BSM's own seafarers but also for third-party clients, where learning is to transcend conventional boundaries, equipping maritime personnel with the skills needed to strive.

BSM MTCs are certified to ISO 9001-2015 standards. Courses offered by the MTCs include DNV approved simulator trainings and address operational, safety, and environmental training needs for general and specialised vessels in an evolving maritime industry.

About Bernhard Schulte Shipmanagement

Bernhard Schulte Shipmanagement (BSM) is an integrated maritime solutions provider. Managing a fleet of 680 vessels, 40,000 crew and 2,000 shore-based employees enable the delivery of safe, reliable, and efficient ship management services through a network of 11 ship management centres, 28 crew service centres and six wholly owned maritime training centres across the world.

Alongside comprehensive ship management services, BSM offers a suite of complementary maritime solutions that are customised to meet individual customer requirements.

As a member of the Schulte Group, BSM benefits from its 140+ years of experience in the shipping industry.

Sudan Bans Kenyan Tea Imports

East African Tea Trade Association directors during the press conference. From left to right Mr. Benjamin Gitonga, Mr. George Omuga-Managing Director, Mr. Arthur Sewe-Chairman and Mr. Peter Kimanga.

Kenyan tea producers will lose the Sudan market which is among the top five major market destinations for Kenyan tea and this will compound the already existing market glut at the Mombasa auction.

Kenyan tea traders are faced with losses estimated at Sh1.3 billion following the recent ban on imports by the Government of Sudan.

The East African Tea Trade Association (EATTA) Managing Director Mr. George Omuga, told journalists in Mombasa that some 207 containers with 400 bags each destined to Sudan were lying at the port of Mombasa, while other teas were in warehouses, on the high seas, and at the port in Sudan waiting for clearance.

"This ban will result in unfathomable losses incurred by buyers and will trickle down to producers and farmers," said Mr. Omuga in a hurriedly convened press conference to address the issue.

At the presser EATTA members, led by Chairman, Arthur Sewe, appealed to the Kenyan government to urgently engage with the Government of Sudan to allow tea buyers a window of at least one month to clear teas already dispatched destined to Sudan to mitigate huge losses farmers may incur.

"Some buyers have running contracts and have teas lying at Port Sudan," said Mr. Omuga who read the Press Statement on behalf of the EATTA board members.

The Association described the ban, which took effect from 14th March 2025, as critical as Sudan is ranked among the top five markets for the Mombasa-based tea auction and that the ban came during the holy month of Ramadhan when consumption of tea was at its highest in Sudan.

Mr. Omuga said Kenyan tea exporters to Sudan market will have a severe cash flow and teas already bought and shipped will not be paid for by the Sudanese buyers.

Sudan purchases specific grades of tea which are already committed and cannot be diverted in any other market destination.

Kenyan tea producers will lose the Sudan market which is among the top five major market destinations for Kenyan tea and this will compound the already existing market glut at the Mombasa auction.

The ban will negatively impact the tea auction prices and farmers' returns and earnings.

Earlier Agriculture Cabinet Secretary Mr. Mutahi Kagwe, while addressing tea stakeholders at the Mombasa Tea Trade centre said the government was exploring diplomatic avenues to address the market access challenges in Sudan.

Mr. Mutahi Kagwe, Agriculture Cabinet Secretary

The ban on Kenyan tea imports came as a retaliation by the Sudanese military leadership after Nairobi hosted rebels from the paramilitary Rapid Support Forces.

Sudan's Foreign Ministry, loyal to army chief Abdel Fattah al-Burhan, immediately criticized Kenya for hosting the rebels at the Kenyatta International Convention Centre (KICC).

At the presser EATTA members, led by Chairman, Mr. Arthur Sewe, appealed to the Kenyan government to urgently engage with the Government of Sudan to allow tea buyers a window of at least one month to clear teas already dispatched destined to Sudan to mitigate huge losses farmers may incur.

The move has since soured the diplomatic relations between Khartoum and Nairobi leading to the ban of Kenyan tea imports to that country.

Other top markets are Egypt, the United Kingdom, the United Arab Emirates, and Yemen.


The Junction
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Uganda Hosts the 4th African Tea Convention
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KENYA ALLOCATES KSH 2 BILLION TO FERTILIZE TEA FARMS

Mwanaulu Issa to head IMO's Africa Section

The Kenya government has congratulated Ms Mwanaulu Issa Mwajita, following her recent appointment as Head of Africa Section at the International Maritime Organization (IMO), in London.

"This is such a great honour, not just to her but also to Kenya as a nation," Mr. Geoffrey Kaituko, Kenya's Principal Secretary for Shipping and Maritime Affairs, said this on his X handle upon receiving the news.

"I have been privileged to know and work closely with Mwanaulu for the past one and half years and I can proudly say that she ranked among the finest of our maritime professionals."

The PS also conveyed the country's gratitude to the IMO Secretary General Mr. Arsenio Dominguez, for picking Ms Mwanaulu after a rigorous and competitive process in which 'she fought out with the best qualified candidates from other African countries.'

While in London Ms Mwanaulu will work closely with the Director Technical Cooperation and Implementation Division (TCID). She will also work with countries and organizations in Africa region and provide strategic and technical expertise in the development, implementation and assessment of technical cooperation projects and programmes in the region.

Ms Mwanaulu Issa Mwajita

She will assist in the development and formulation of IMO's technical cooperation strategies, policies and proposals for the efficient and effective working of the Technical Cooperation Committee (TCC).

MOMBASA PORT

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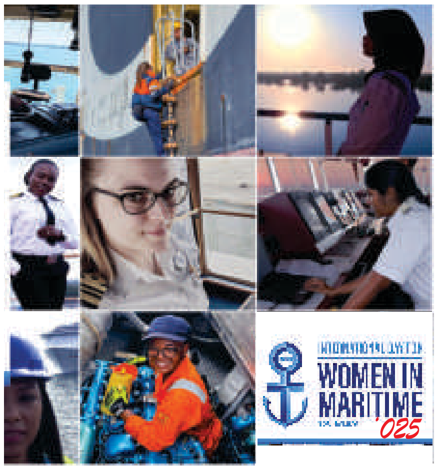

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