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Shipping Review

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Celebrating Maritime Journalism Since 2000

Issue 38 - April/June 2025

**WOMESA URGES AFRICAN
GOVERNMENTS TO FOSTER
GENDER-INCLUSIVE MARITIME
POLICIES**

**RISE BEYOND BORDERS:
INSIDE THE WORLD OF
ETHIOPIAN AIRLINES**

**FLAG STATE
IMPLEMENTATION:
AFRICA**

**Cybersecurity Becomes
Strategic Priority for
African Port Hubs**



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Celebrating Maritime Journalism Since 2000

**Special
Edition**



25 YEARS

Of Maritime
Journalism

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African Shipping Review magazine (ASR), our flagship publication and Africa's number one maritime journal, is celebrating 25 years in business – a quarter of a century that has seen significant change, disruption, and innovation.

Over the years, ASR has consistently brought you news regarding our seaports, which serve as vital trade gateways for their respective regions and the continent as a whole.

We have followed with keen interest the significant development of African ports, driven by public and private investments, aimed at enhancing trade and regional connectivity.

These developments include port expansions, modernization projects, and the construction of new facilities, such as dry ports, all aimed at enhancing efficiency and increasing handling capacity.

We have worked closely in this endeavor with leading maritime organisations and logistical bodies such as the London based International Maritime Organisation (IMO), International Association of Ports and Harbours (IAPH), Port Management Association for Eastern and Southern Africa (PMAESA), the Maritime Organization for Eastern, Southern, and Northern Africa (MOESNA) originally the Intergovernmental Standing Committee on Shipping (ISCOS), Northern Corridor Transit and Transport Co-ordination Authority (NCTTCA) and many more to advance the agenda of our maritime front and intermodal transport.

Those in the know say that the business mortality rate is quite high in our economy, and a significant percentage of new businesses fail within the first few years. Roughly 20% of small businesses fail within their first year, and about 50% fail within the first five years.

The fact that African Shipping Review has stood the test of time for a whole quarter of a century is a feat worth



celebrating.

It is for this reason that we will be organizing a series of activities to mark this milestone in partnership with our stakeholders as we approach September 2026, when we expect to reach the culmination of our celebrations.

It is our earnest appeal to all our stakeholders and potential sponsors to continue walking with us on this path, as we count on the gains of our maritime industry.

We thank all those who have contributed in whichever form for the success of this magnificent journey.

Every employee, every contributor, every reader, every sponsor, or advertiser is an important piece in the puzzle. Over the period, we have developed our solutions collaboratively, bringing in all disciplines and different perspectives to expand our horizons and spark creativity that makes us strong.

George Sunguh
MANAGING EDITOR



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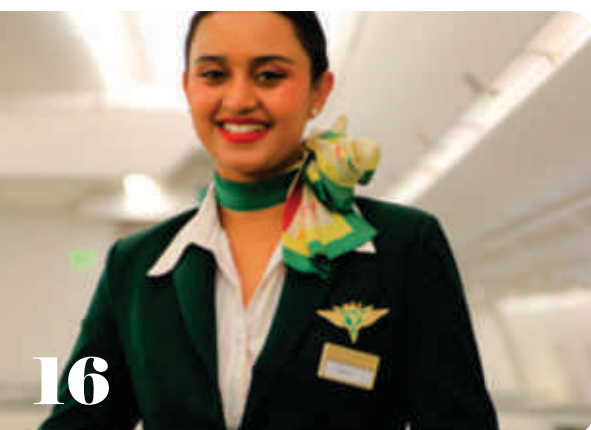
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Cybersecurity Becomes Strategic Priority for African Port Hubs

- Over 90% of Africa's trade passes through ports, now increasingly targeted by cyberattacks.
- In 2024, 174 port-related cyber incidents were recorded globally, with South Africa among the hardest hit.
- Port security is critical to intra-African trade, investment, and regional integration efforts.

Port logistics remain a core pillar of the African economy, with over 90% of the continent's trade transiting through maritime infrastructure. As digital transformation reshapes operations, African ports face growing exposure to cybersecurity threats.

Modernization efforts have been underway for several years, but the digital shift has introduced vulnerabilities. In 2024, over 600 cybersecurity incidents were reported in the global maritime sector, including 174 targeting port infrastructure, according to Xavier Rebour, director of

France Cyber Maritime. South Africa was notably affected when attacks temporarily shut down major ports like Durban and Cape Town during the key export season.

The 2025 African Cybersecurity Barometer, published by CESIA in partnership with EY, reports that nearly 50% of African organizations experienced at least one cyberattack in the past year. Cyber incidents are growing by nearly 40% annually, with financial losses totaling \$4 billion in 2023.

Beyond immediate disruptions, cyberattacks weaken intra-African

logistics chains and undermine regional integration efforts such as the African Continental Free Trade Area (ACFTA). Delays on trade corridors increase costs and diminish the competitiveness of African goods.

Several African ports have responded with security-focused modernization. The port of Abidjan in Côte d'Ivoire invested nearly \$300 million to expand its container terminal, boosting annual capacity to around 3 million TEUs. Morocco's Tanger Med has received over €1.5 billion since 2007, increasing its capacity to over 9 million TEUs.

SECURITY

Ports are also investing in digital and physical security. At the port of Douala, collaboration with PortSec SA and the deployment of biometric systems led to a sharp drop in cargo theft. In Kribi, integrated platforms for access management, real-time surveillance, and cargo tracking have improved security and attracted increased trade flows.

A PwC study estimates that a 25% improvement in port performance, including security, could raise Africa's GDP growth by 2%. Examples like Abidjan and Lomé highlight how enhanced safety systems directly

contribute to performance gains.

Efforts are also taking shape at the regional level. Initiatives like the Yaoundé Code of Conduct and the EU-backed WeCAPS project aim to standardize safety protocols in West and Central Africa. Infrastructure programs such as the African Development Bank-funded Abidjan-Lagos Transnational Coastal Highway—a 1,000 km corridor—illustrate broader connectivity goals.

However, security risks are not solely digital. A mid-2024 surge in maritime

traffic around the Cape of Good Hope, triggered by Red Sea shipping diversions, highlighted geopolitical risks and exposed vulnerabilities in some northern and western African ports.

More than a technical requirement, port security is now a strategic imperative. Through secure infrastructure investments, adherence to global standards, and reinforced regional collaboration, African ports can position themselves as key logistics hubs in the global trade system.

(Ecofin Agency)



Beyond immediate disruptions, cyberattacks weaken intra-African logistics chains and undermine regional integration efforts such as the African Continental Free Trade Area (ACFTA).



Mauritius: Enhanced Maritime Security, Interagency Cooperation

Senior government officials in Mauritius are working to enhance maritime security governance and national-level decision-making, with IMO support. This was reported on earlier this month.

A tabletop exercise and National Maritime Security Committee (NMSC) workshop held in Port Louis from 28 to 30 April aimed to strengthen interagency cooperation among participating government departments, ministries and agencies, and to reinforce the structure of the NMSC.

This enhanced structure is expected to support more inclusive and coordinated decision-making, ultimately contributing to improved maritime safety and security, regional stability and sustainable development.

Mauritius Commitment

During the opening ceremony, Hon Dr Arvin Boolell, GOSK, Minister for Agro-Industry, Food Security, Blue Economy, and Fisheries, reaffirmed Mauritius' commitment to maritime security and ocean governance.

SECURITY

He proclaimed the country's bold vision to transition from a Small Island Developing State to a Big Ocean State.

Mauritius' Determination

"This vision underlines Mauritius' determination to harness the full potential of its vast Exclusive Economic Zone, ensuring that the seas are not just a space of vulnerability, but a domain of opportunity and prosperity," he stated.

"A safer, well-governed maritime space is essential to achieving a thriving blue economy."

IMO's Mr Kiruja Micheni added: "Inter-agency collaboration and information sharing are not optional, but essential

to effectively counter the dynamic and transnational nature of maritime threats. Mauritius' commitment to institutionalizing a whole-of-government approach sets a strong example for the region."

This strategic ambition reflects a growing understanding of the critical link between maritime security and sustainable economic growth.

Broad Representation

A total of twenty-seven participants took part in the workshop, which forms part of a series of activities under the European Union-funded project on Port Security and Safety of

Navigation in Eastern and Southern Africa and the Indian Ocean (Port Security Project).

The project, implemented jointly by IMO, INTERPOL and UNODC, benefits nine participating countries including Mauritius.

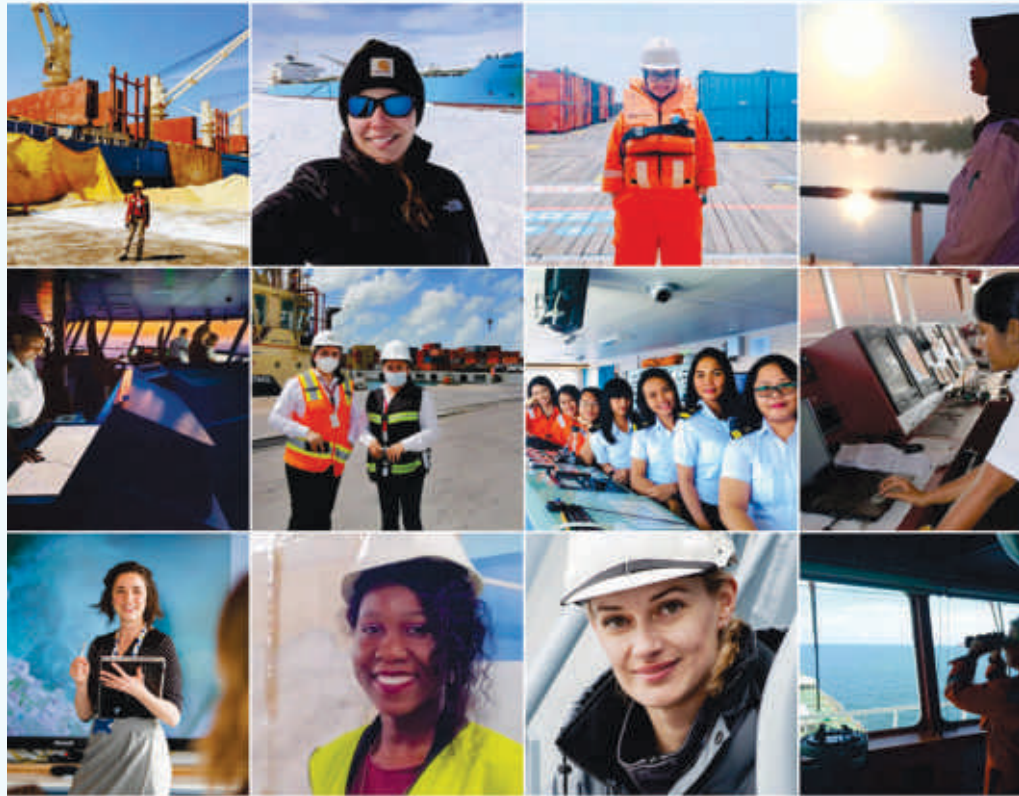
This event was attended by senior officials from the Ministry of Agro-Industry, Food Security, Blue Economy & Fisheries, including Junior Minister Hon Gilles Fabrice David, Permanent Secretary Mrs Devina Ramma; and Secretary for Shipping Development Dr Kiran Shamloll, as well as representatives from a range of national agencies and authorities involved in maritime security.



“ Inter-agency collaboration and information sharing are not optional, but essential to effectively counter the dynamic and transnational nature of maritime threats. Mauritius' commitment to institutionalizing a whole-of-government approach sets a strong example for the region - IMO's Mr Kiruja Micheni



**Dr. Devotha Mandanda,
Chairperson - WOMESA**



WOMESA Urges African Governments to Foster Gender-Inclusive Maritime Policies

By Harrison Kivisu

African governments have been called upon to champion gender-inclusive maritime policies to increase women's participation and leadership in a traditionally male-dominated industry that is vital to global trade and economic growth. Dr. Devotha Mandanda, Chairperson of the Women in Maritime Sector in Eastern and Southern Africa (WOMESA), has said fostering gender diversity in the maritime sector not only promotes equality but also improves innovation, decision-making, and sustainability across the blue economy. Despite its size and economic significance, the maritime industry has historically sidelined women. From ship crews to executive offices, women remain underrepresented in nearly every corner of the industry. Deep-rooted societal stereotypes and structural inequalities continue to limit women's participation especially in Africa. "The role of women in the maritime sector has evolved over time, but we still need laws and policies that actively promote their

inclusion and leadership," said Dr. Mandanda in a recent press statement.

As the maritime sector continues to evolve with globalization and digital transformation, inclusive policies and sustained advocacy will be crucial in ensuring that women are not left behind.

"Role of women has been reflected from a wide range of maritime or I would rather term it as blue economy, ashore and offshore in fishing, navigation, transport services, marine science, agriculture, etc.

This should mainly focus on the women roles in the maritime transport in the following aspects," she said.

Gender-inclusive approaches bring new perspectives, foster collaboration, and reflect a more modern and equitable society.

Women contribute significantly both offshore and onshore—whether in fishing, marine transport, navigation, port services, or marine science.

Their contributions are vast but often go unrecognized due to structural and cultural barriers, Dr. Mandanda noted.

Women in maritime contribute to various

fields, from navigation and engineering to leadership roles, improving decision making and problem-solving. The Maritime experts further calls for more support training and mentorship for women in maritime.

"Women's empowerment and their full participation on the basis of equality in all spheres of society, including participation in decision making process and access to power, are fundamental for the achievement of equality development and peace," she added.

Women in maritime Dr. Mandanda observed face numerous challenges, ranging from lack of access to education and training, to discriminatory workplace practices and inadequate protective gear.

Physical demands of certain maritime jobs, prolonged time at sea, caregiving responsibilities, and insufficient facilities onboard ships further deter women from fully engaging in the sector.

Sexual harassment and gender-based discrimination, she said also remain pressing concerns.

African Voices Must Unite at UNOC-3

...Call for a coordinated African voice



**Ms. Zakia Driouich,
Morocco's Secretary of State
for Maritime Fisheries,**

Speaking at the opening of the high-level preparatory workshop for the third United Nations Ocean Conference (UNOC-3) recently, Morocco's Secretary of State for Maritime Fisheries, Zakia Driouich, stressed the need for a strong, coordinated African voice at the discussions scheduled for June.

Outlining Morocco's ambitious roadmap for the blue economy, Driouich also stated that this roadmap includes an integrated maritime legal framework, fishery management plans, the development of Marine Protected Areas, and the fight against Illegal, Unreported and Unregulated fishing.

She urged African states to present a united voice drawing on the outcomes of key events organized in Morocco, such as the African consultation in Tangier, the Blue Africa Summit Forum, and the regional BBNJ workshop in Rabat.

In this regard, she called for the promotion of African initiatives in ocean governance, the mobilisation of blue financing, and the strengthening of North-South, South-South, and

triangular partnerships.

She also emphasised the importance of involving youth and civil society in these efforts, noting the participation of more than 500 young people in the African consultation held in Tangier in October 2024, and the engagement of over 950 young African experts in the oceanography capacity-building programme launched in November 2024.

Furthermore, Driouich recalled that Morocco was one of the first countries to ratify the Agreement on Biodiversity Beyond National Jurisdiction (BBNJ), demonstrating its commitment to the sustainable management of marine resources, in line with Sustainable Development Goal (SDG) 14 on life below water.

She concluded by reaffirming the Kingdom's readiness to share its experience and support African partners in developing an inclusive and sustainable blue economy, while stressing the need to anchor these efforts in a vision of food sovereignty, regional integration, and shared prosperity.

...Women in Maritime

Many vessels still lack proper accommodations for female crew members, including basic necessities like private sanitation facilities.

"Women often find themselves excluded from decision-making roles and professional networks that are critical for career advancement. These exclusions create a vicious cycle where fewer women enter and even fewer rise through the ranks."

In recent years, however, efforts to close the gender gap have gained momentum. Governments, civil society, and international institutions have launched initiatives to promote women's involvement in the maritime workforce.

In the Gender Equality and Empowerment Women have long been advocating for greater representation, recognition, and equality in the maritime industry. Their influence on policies related to

gender equality has been instrumental in changing the structure and culture of the sector. This has been reflected into the steps taken by IMO to promote gender equality in the maritime sector.

It has also been reflected in the Maritime Labour Convention which sets out comprehensive standards for the protection of Workers' rights, including provisions that support gender equality.

In recent years, the maritime sector has observed increasing female participation in decision-making bodies; they have also been influential on regional and national policies that pertain to maritime safety and security. They have advocated for policies that provide scholarships, mentorships, and training programs for young women seeking careers in maritime fields.

They also have built networks that become instrumental in pushing for policies that

encourage the development of women leaders in maritime industries.

On matters of technology and the rise of digital technologies, the maritime industry is transforming in areas such as automation, data analytics, cyber security, and smart shipping.

This technological shift opens new career opportunities for women, particularly in tech-related roles.

"With the growth of digital shipping platforms and e-commerce, women can contribute to the development of systems that optimize logistics, streamline supply chains, and improve customer experience in global trade," she added.

Internationally, the International Maritime Organization (IMO) has introduced the Gender and the Maritime Industry Programme, aiming to increase female participation in the global maritime workforce.



IMO Targets Seafarer Fatigue, Work, Rest Hours and Harassment at Sea



**Mr. Arsenio Dominguez ,
IMO Secretary-General**

The International Maritime Organization (IMO) is taking action to ensure that ships worldwide are safely managed and operated, with a renewed focus on seafarer issues such as work and rest hours, fatigue, and violence and harassment, including sexual harassment, bullying and sexual assault.

Meeting in London for its 110th session (18 - 27 June), the IMO's Maritime Safety Committee focused on improving implementation of the International Safety Management (ISM Code). The Code sets the global standard for safe management and operation of ships and for pollution prevention.

The Committee agreed to carry out a comprehensive revision of the IMO guidelines on implementing the ISM Code, both for Administrations and for companies. It also decided to strengthen the consistent enforcement of the Code, with support from port State control

and by updating related IMO guidelines. This initiative seeks to address identified gaps in the Code's application, while taking into account a series of recommendations outlined in an independent study commissioned by the IMO Secretariat in the previous year, on the effectiveness and effective implementation of the ISM Code.

The revision of the implementation guidelines of the ISM Code will be carried out by the Sub-Committee on Implementation of IMO Instruments (III), in association with the Sub-Committee on Human Element, Training and Watchkeeping (HTW) over three years till 2028.

The Secretary-General Mr. Arsenio Dominguez in his address at the same meeting acknowledging the improvement of the situation of the ships that were previously blocked in the port of Ras Isa in Yemen.

He said this while welcoming delegates at the opening ceremony of the 110th session of the Maritime Safety Committee in London.

“I would also like to thank the Indian and Omani authorities for their tremendous assistance in facilitating this outcome.”

The SG however expressed his sadness at the reports of four seafarers unaccounted for in the accident involving the MV Wan Hai 503.

He said that the Organization will continue to monitor the situation and the environmental impact closely and thanked the Indian authorities for keeping me informed of developments. On 25 May 2025, the MSC ELSA 3 sank off the coast of Kochi, India. All 24 crew members were safely rescued.

“The Organization will continue to monitor the follow-up and lessons learned from this incident. I would like to thank the Indian and Sri Lankan authorities for their swift response and ongoing efforts and to ITO PF for providing relevant updates,” said Mr. Dominguez.

On 3 June 2025, a fire incident occurred on the Liberian-flagged car carrier Morning Midas in the Pacific Ocean. The fire aboard the Morning Midas started in the cargo space and despite the crew's efforts, the situation could not be brought under control. Fortunately, all the 22 crew members were safely evacuated and transferred to a nearby ship. The Organization will continue to monitor the follow-up and lessons learned from this incident.

And just the day before the London meeting, the UAE Coast Guard successfully evacuated 24 crew members from the oil tanker ADALYNN following a collision with the VLCC, Front Eagle, off Khor Fakkan, UAE. The incident resulted in a massive fire. Fortunately, all crew members were accounted for, and firefighting efforts are ongoing.

“Given the increasing number of recent incidents, I wish to urge all Member States and the maritime industry to improve compliance with IMO international standards; exercise enhanced vigilance and navigational safety; ensure emergency preparedness and rapid response capabilities; and strengthen cooperation and information sharing to safeguard seafarers, vessels, and marine environment.”

The SG confirmed that IMO will closely monitor these incidents and the investigations into them, and I am



confident that the Organization will, in due course, analyze the lessons learned from these events.

He took the opportunity to take a moment to extend his heartfelt condolences following the tragic loss of life in the recent Air India flight bound for the United Kingdom.

“Our thoughts are with the families and loved ones of the victims during this immensely difficult time.

He highlighted growing threats faced by the global maritime community from piracy and armed robbery at sea, organized crime such as smuggling of weapons, drugs and people. These challenges, he pointed out, transcend national jurisdictions and undermine regional stability.

“IMO will action further, such as hosting civil-military meetings, and call for full implementation of the newly updated Best Management Practices for Maritime Security.

As regards the work ahead of you this week, your Committee has many important items on the agenda, in addition to adoption of mandatory instruments.”

The work on Maritime autonomous surface ships (MASS) began with the MASS Symposium, co-organized with Norway, has set the scene and inspiration for the work ahead.

“I look forward to further development of a non-mandatory MASS Code as

planned, which has seen exemplary work.”

“You will continue developing the assessment of identified alternative fuels and technologies, examining safety obstacles and gaps in the current IMO instruments, in order to provide clear instructions to relevant sub-committees to prepare new instruments or amend existing ones in support of the safe delivery of IMO's GHG reduction strategy.”

The Committee will consider the next steps on the development of cybersecurity standards for ships and port facilities to address the security challenges due to increasing maritime sector digitalization.

The Committee will consider matters related to the International Safety Management Code, including the outcome of the considerations on violence and harassment by the Joint ILO/IMO Working Group, and recommendations emanating from the Study on the effectiveness and effective implementation of the ISM Code.

On the ongoing comprehensive review of the STCW Convention and Code, given the particular relevance of this work, the Committee will be invited to consider a road map prepared by the Secretariat, as an alternative to the road map developed by the HTW Sub-Committee, aiming at accelerating completion of this crucial output.

Ethiopian Airlines Partners with African Shipping Review

When two great institutions come together, it can signify a significant event with potential for collaboration, conflict, or a combination of both. However, the recent partnership between Ethiopian Airlines and *African Shipping Review* magazine is poised to lead to positive advancements, including an understanding of the dynamics and promotion of continental and global transport logistics.

These two key institutions are poised to mark significant milestones in their histories. Ethiopian Airlines, founded on December 21, 1945, is preparing to celebrate its 80th anniversary, while African Shipping Review is celebrating its 25th anniversary.

A celebration event hosted by Ethiopian Airlines and the International Civil Aviation Organization (ICAO), which is also celebrating its 80th anniversary, will be held in Addis Ababa, Ethiopia, to mark the milestone. The climax of African Shipping Reviews' 25th anniversary will take place in September 2026—details will be shared progressively.



Mr. George Sunguh - the Editor African Shipping Review magazine and Ms Getenesh Balcha, the Traffic & Sales Manager Ethiopian Airlines Mombasa pose with a copy of the duly signed MoU between the two institutions.

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RwandAir Wins Top Award as the Best Regional Airline in Africa at the 2025 World Airline Awards

RwandAir has received a top award as the Best Regional Airline in Africa at the prestigious 2025 World Airline Awards, held on the 17th June 2025 in the iconic Air and Space Museum at the Paris Air Show. The awards event is hosted by Skytrax, the international air transport rating organisation.

This award marks a continued rise in passenger recognition for RwandAir, with survey feedback noting the airline's attention to service detail across all elements of the travel experience.

RwandAir has become a familiar presence at the awards over recent years and continues to gain visibility among regional travellers.

Edward Plaisted, CEO of Skytrax, said: "RwandAir continues to distinguish itself through a clear focus on service attention, and we congratulate them on winning this award as the Best Regional Airline in Africa at the 2025 World Airline Awards. The airline has created

an experience that stands out in its category – professional, considered, and personal as it continues to evolve its regional product with confidence."

The 2025 World Airline Awards

The World Airline Awards are wholly independent and impartial, introduced in 1999 to provide a customer satisfaction study that is truly global. Travellers across the world vote in the largest airline passenger satisfaction survey to determine the award winners. The awards are referred to by media around the world as "the Oscars of the aviation industry".

All costs of the Survey and Awards event are paid by Skytrax, and airlines do not pay any entry or registration fee. There are no charges for use of the Award logos and results.

The online survey operated from September 2024 to May 2025, and more than 100 customer nationalities participated, with 22.3 million eligible

entries counted in the results. All survey entries were screened to identify IP and user information, with duplicate, suspect and ineligible entries deleted. Over 325 airlines feature in the survey results.

The customer survey was provided in English, French, Portuguese, Spanish, Turkish, Russian, Japanese, and Chinese.





Kenya Airways Signs MoU with Qatar Airways for Codeshare, More Flights

...Both airlines will look to develop collaboration in other parts of the business, including cargo.

Qatar Airways and Kenya Airways have signed a Memorandum of Understanding (MoU), confirming the intention to enter a strategic partnership which will include a comprehensive codeshare agreement and increased flights between the East African state and Hamad International Airport, Doha.

The partnership will see Qatar Airways introducing a third daily frequency between Doha and Nairobi in codeshare with Kenya Airways, with flights due to be available for booking over the coming days. The new offering will be complemented by the launch of Kenya Airways-operated and Qatar Airways-marketed flights between Mombasa and Doha during the coming

winter season.

The two airlines will also codeshare on both networks to offer seamless connections. Kenya Airways Group Managing Director and CEO, Allan Kilavuka, said: "This partnership perfectly aligns with our airline's robust turnaround strategy, which saw Kenya Airways' return to profit for the first time in more than a decade earlier this year. The collaboration will also help expedite Kenya Airways' efforts to boost tourism and air cargo activities, turning these and others into pivotal economic growth propellers for Kenya and the East African region."

Qatar Airways Group Chief Executive Officer, Badr Mohammed Al-Meer, said: "This partnership is yet another demonstration of our deepening ties

with the African region. Today's agreement, which comes as we celebrate 20 years of flying to Kenya, is coupled with our recognisable record of partnerships across the continent, most recently through our investment in Airlink. Our growing collaboration with our African counterparts ensures that Qatar Airways continues to contribute to the continent's rapidly evolving aviation and economic ecosystem." Qatar Airways offers over 170 weekly flights to 30 cities across Africa. Over the past year, Qatar Airways has also optimised its schedule in most African destinations to improve connectivity to key destinations, including Brussels, Guangzhou, London, New York, and Washington through its hub, Hamad International Airport.



Rising Beyond Borders: Inside the World of Ethiopian Airlines



In a continent as vast and diverse as Africa, connectivity is both a logistical challenge and an economic necessity.

At the centre of this venture stands Ethiopian Airlines, Africa's leading aviation group and one of the fastest-growing airline brands globally.

Since its modest beginnings in 1945, Ethiopian Airlines has developed into a major international airline that connects Africa's largest cities with the rest of the globe, fostering economic growth, bridging cultural divides, and redefining Africa's position in international aviation.

The airline's dedication to comfort, efficiency, and safety is something that passengers can rely on. Ethiopian has managed to maintain its corporate identity of providing excellent air transport service around the globe.

Bridging Africa through Global Connections

Ethiopian Airlines demonstrates its commitment to bridge the connection gap in Africa, with direct flights to more than 60 destinations throughout the continent, embracing a Pan-African spirit. Ethiopian is pursuing multi-hub strategy through hubs in Lomé, Togo with ASKY, in Lilongwe, Malawi with Malawi Airlines, in Lusaka, Zambia with Zambia Airways, and in Kinshasa, Democratic Republic of the Congo (DRC) with Air Congo.



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AIRLINE NEWS



reinforcing cultural ties and a sense of belonging.

Ethiopian Airlines also supports Africa's economic development and integration through its extensive cargo network and strategic partnerships.

This facilitates trade and commerce, as well as regional cooperation for sustainable growth.

Ethiopian has established a vast network that connects five continents. The airline flies to over 140 destinations in Africa, Europe, the Middle East, Asia, and the Americas connecting passengers directly to the heart of Africa.

Ethiopian owns 163 modern and environmentally friendly aircraft consisting of the Boeing 737s, 777s, 787s, Airbus A350-900, A350-1000, and De Havilland Q400 offering comfortable in-flight experience in serene cabins and award-winning service.

Flying Towards the Future

Ethiopian Airlines is more than just a success story in aviation; it is a representation of what African desire, tenacity, and inventiveness can accomplish.

The airline is a strong example of how a national carrier can transcend boundaries and rise beyond borders.

Committed to its growth strategy, Ethiopian will continue to expand its worldwide reach, and its role as a key player in Africa's aviation.



devotion and excellence. Based in East Africa, Ethiopian is playing a major role in connecting African diaspora with their roots through convenient connections,



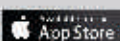
Addis Ababa's Bole International Airport acts as a major hub—a convenient gateway for travellers to easily arrange multi-destination journeys across the continent.

Ethiopian Airlines has a long history of serving its fellow African nations with



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ADDIS ABABA ADDIS ABABA ADDIS ABABA

1921



Ignazio Messina & C.



INBOUND & OUTBOUND
CONTAINER SHIPMENT

- discharge (tranship)
- destination
- route



Ignazio Messina & C. S.p.A. has proudly offered regular liner services since 1921, connecting the Mediterranean with West, North, East, and South Africa, as well as the Middle East and the Indian Subcontinent. With a fleet of modern full-container and ConRo vessels, we call at over 50 ports in 40 countries, supporting trade across vital regions. Our integrated logistics system, including rail and road transport coordinated through our own intermodal terminals in Segrate, Dinazzano, and Vicenza, allows us to reach over 100 inland destinations.

As part of our commitment to supporting the perishable goods sector, we offer direct reefer services from East Africa to the Mediterranean without transshipment. This approach ensures shorter transit times, reduced cargo risk, and enhanced cold chain integrity—crucial for high-value fresh produce such as avocados and flowers. With our integrated network and reliable partners, we also provide dedicated delivery services across Europe, ensuring your cargo arrives in excellent condition.

We also operate strategic assets in the Port of Genoa, such as the IMT – Intermodal Marine Terminal and its integrated Cold Store, which deliver specialized services including container handling, temperate-controlled

transport, lashing, stuffing, and loading across LoLo, Ro/Ro, and break-bulk modes. These services are particularly beneficial for project cargo, the yachting industry and handling and storage of perishables goods, fresh and frozen in customs area.

In the face of ongoing Red Sea challenges, while many carriers have rerouted via the Cape of Good Hope—incurring additional time and costs—Ignazio Messina & C. S.p.A. continues to sail directly through the Red Sea, ensuring uninterrupted service to East Africa. This resilience reflects:

1. Strategic Risk Management – Our operational continuity through disrupted waters showcases strong planning and execution.

2. Minimized Delays – By maintaining the direct Italy–Mombasa route, we avoid delays and extra costs associated with diversions.

3. Commitment to Customers – We support stable trade flows and reinforce Mombasa's role as a strategic logistics hub.

4. Cost Efficiency – No transshipment means lower handling costs and fewer risks.

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Ms. Barbara Creecy, Minister of Transport

South Africa Unveils Reforms to Revive Logistics and Freight Rail Sectors

South Africa's ailing logistics and freight rail network is set for a major turnaround, as Transport Minister Barbara Creecy announced a raft of reforms and infrastructure investments aimed at restoring operational efficiency across the country's critical supply chains.

Speaking at the Rand Merchant Bank Think Summit in Johannesburg, Creecy acknowledged that the systemic inefficiencies plaguing the sector are taking a heavy toll on the economy.

Recent estimates peg the cost of logistics underperformance at a staggering R1 billion per day.

In a significant development, Transnet last week awarded a R17 billion concession contract to five private sector partners. The deal will see the funding, construction, and operation of several new liquid bulk terminals at the Port of Richards Bay – a strategic gateway for South Africa's bulk exports and imports.

Public-Private Collaboration to Drive Recovery

Creecy emphasised that government is working in close partnership with Transnet, business, and other stakeholders to tackle infrastructure backlogs and operational bottlenecks.

Key freight corridors have seen targeted interventions in security and maintenance, with short-term mechanisms being explored to accelerate investment while broader structural reforms unfold.

REFORMS

“Transnet will be submitting bids to National Treasury’s Budget Facility for Infrastructure to support maintenance and refurbishment of key rail networks and selected terminals,” she said.

These efforts are beginning to yield results. National freight rail volumes reached 161 million tonnes per annum by March 2025 — an improvement on previous years, though still far short of the 2030 target of 220 million tonnes.

Recovery Plan in Action

Transnet has rolled out a detailed recovery plan aimed at stabilising both port and rail volumes. The plan includes the creation of dedicated ‘war rooms’ focused on specific corridors and commodity flows, where Transnet and private partners collaborate to address critical challenges such as derailments and unplanned outages.

Port equipment replacement and refurbishment is also underway. Cranes, straddle carriers, haulers, and rubber-tired gantry (RTG) cranes are being upgraded, and improved coordination with original equipment manufacturers has eased the availability of spare parts — leading to reduced vessel waiting times and shorter truck queues at several terminals.

In Cape Town, better alignment with fruit exporters and other logistics

stakeholders has significantly improved operational reliability.

“Despite more wind stoppages this year, there are no vessels waiting to berth due to poor operational performance,” Creecy confirmed.

Meanwhile in Richards Bay, a new truck holding facility has been introduced to alleviate congestion on the N2 and surrounding port access roads. This joint initiative between the municipality and port authorities is easing traffic flow in one of the country’s busiest export hubs.

Institutional Framework for Reform

The recovery momentum is being guided by the National Logistics Crisis Committee (NLCC), established in 2023 to fast-track improvements in rail and port operations.

The committee’s focus includes addressing inefficiencies along critical freight corridors, decongesting border crossings such as those on the N1 and N3 highways, tackling cable theft, and addressing maintenance backlogs.

These operational interventions are aligned with two key policy frameworks: the National Rail Policy (2022) and the National Freight Logistics Roadmap (2023).

The rail policy introduces open access and encourages private sector participation in the state-owned network — a move expected to increase competition, lower transport costs, and improve service quality.

Outlook: More Market Engagement Ahead

Looking ahead, Transnet will release a Request for Information (RFI) in the coming months to explore solutions for five major freight rail and port corridors. The RFI process, Creecy explained, will inform the drafting of detailed Requests for Proposals (RFPs), expected by August 2025.

Further engagement is planned for the passenger rail sector. A separate RFI — covering signalling systems, rolling stock, depots, and potential high-speed corridors — will be issued in June.

The Passenger Rail Agency of South Africa (PRASA) is expected to follow up with formal RFPs in October.

With long-overdue structural reforms finally gaining traction and fresh capital flowing into port and rail infrastructure, industry stakeholders will be watching closely to see whether these initiatives can reverse the sector’s decline and unlock South Africa’s logistics potential.





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UAE Extends its Dominance in Egypt's Port Sector

Egypt has concluded a series of deals with AD Ports and DP World which, taken together, have put the operations and revenue generation from Egypt's principal ports and maritime logistic services into Emirati hands for the foreseeable future - in return for capital investments and payments up front.

In the latest deal, the Abu Dhabi Ports Group has signed a 50-year agreement covering the East Port Said industrial and logistics zone at the northern end of the Suez Canal, which allows AD Ports to build and operate a new shipping and cruise liner terminal. AD Ports has previously signed a 30-year agreement covering a multi-purpose port in Safage, midway down Egypt's Red Sea coast, and a 15-year agreement for two cement terminals in West Port Said and El Arish. AD Ports is also planning for two cruise terminals at Hurghada and Sharm El Sheikh on the

Red Sea, and is building an integrated logistics park at the Port of Alexandria. In 2022, DP World signed a similar agreement covering the port of Sokhna at the northern end of the Red Sea, 25 miles southwest of the canal entrance at Port Suez. With an initial \$80 million investment to build a logistics park, DP World is committed to building a second basin and jetty, with liquid bulk facilities, specialist warehousing, a sugar refinery and a livestock handling facility, all linked to a planned industrial zone adjacent. The first phase is already operational. DP World also signed a memorandum of understanding in late 2024 to build a free trade zone in Egypt's New Administrative Capital.

AD Ports is Abu Dhabi-sovereign owned, and DP World is Dubai-owned, meaning that UAE state entities will have a controlling grip on logistics in Egypt for some time to come. This fits in with the UAE's strategic aim of

dominating trade routes from the Gulf through the Bab el Mandeb to the Mediterranean, a trade route on which the UAE depends for survival. All along this trade route, the UAE has invested in military control, building airfields on Socotra, Perim and Asmara, and forming military alliances with governments and militias controlling the coastline. This strategy also serves a commercial purpose: as of last count, DP World handles about 10 percent of global container capacity, with operations in 34 nations around the world.

Egypt has faced some criticism for indebtedness, for investing in 'vanity' infrastructure projects such as the New Administrative Capital, and for favoring military-owned companies in major projects. But for Egypt, concluding agreements such as those with the UAE entities brings capital investment into the country without

PORTS

affecting the formal external debt balance, and in time it will recover control of much-improved port infrastructure. For now, Egypt owes the International Money Fund \$11 billion (the second biggest debtor behind Argentina), and its debt-to-GDP ratio at the end of 2024 was 91%. But this was down from 96% in 2023, and was a better ratio than that of the US (98%) or UK (98%).

In the immediate short term, Egypt's principal fiscal problem is the loss of revenue from the Suez Canal, impacted by Houthi attacks on shipping in the Red Sea. Canal revenues have fallen from \$9.4 billion in 2022-23 and \$7.2 billion in 2023-24 to an estimated \$1.8 billion in 2024-25. The US-Houthi ceasefire is unlikely to restore canal traffic to previous levels for some time. Egypt has invested \$8 billion in improving the canal since 2014, and had hoped for a major boost in revenues as a return on its investment.



AD Ports Regional CEO Ahmed Al Mutawa (center left) and SCZONE's Adm. Mohamed Ahmed Mahmoud (center right) sign a new lease for East Port Said (AD Ports)



Flag State Implementation: Africa

Flag States play a vital role in ensuring that ships under their jurisdiction comply with international maritime safety, security and environmental standards

A regional workshop led by IMO in Mombasa has helped maritime professionals in Eastern and Southern Africa enhance their understanding of flag States' obligations under IMO conventions, and how to authorise Recognized Organizations to ensure these obligations are met.

The Regional Workshop on Flag State Implementation (FSI) and the Authorization of Recognized Organizations held in April brought together thirty-nine participants from seventeen countries to promote effective implementation of IMO regulations, and support safe, secure and more environmentally sustainable shipping.

Responsibilities, Survey and Certification

Hosted by the Kenya Maritime Authority and organized in collaboration with IMO under its Integrated Technical Cooperation Programme (ITCP), the training focused on flag States' responsibilities, survey and certification under IMO instruments and how to effectively authorize and oversee Recognized Organizations (Ros).

IMPLEMENTATIONS

Flag States play a vital role in ensuring that ships under their jurisdiction comply with international maritime safety, security and environmental standards. ROs working on behalf of flag States are assessed, recognized and authorized under the IMO's Code for Recognized Organizations (RO Code), which sets minimum criteria for ROs and provides guidelines for oversight by flag States.

Jurisdiction, Enforcement, Survey and more

Key themes covered during the training

included flag State jurisdiction and enforcement, survey and certification, communication of information, and domestic ferry safety. Participants explored strategies for monitoring compliance, managing risks, while enhancing their national maritime frameworks in line with international best practices.

Half of the participants were women, reflecting IMO's commitment to promoting an inclusive maritime governance. Participants are expected to apply the knowledge gained during the workshop to strengthen flag State performance, particularly in the areas

of compliance, survey and certification and applying the RO Code.

Participation

Participating States included: Angola, Botswana, Comoros, Ethiopia, Kenya, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, Somalia, South Africa, Uganda, United Republic of Tanzania, Zambia and Zimbabwe.





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Africa Remains a Hotspot for Stowaways

...Decreasing numbers welcomed

Many North African countries have become major transit points for African and Arab migrants trying to reach Europe to escape war and poverty

While the number of incidents reported from Africa ports have decreased, statistics show that Africa is still the main hotspot for stowaway embarkations.

According to a statement issued by Gard, African ports represent significantly almost 60% of all embarkations of stowaways during the period 2019 – 2023 based on International Group of P&I Clubs (IGP&I) and IMO GISIS data.

South African ports, which have traditionally been regarded as high-risk ports, have seen a decrease in the number of stowaway embarkations.

This also applies to ports in some West African countries, such as Ghana and Nigeria. However, South and West African ports in general must continue to be viewed as having a high stowaway risk.

With 17% of all embarkations recorded in Nigerian ports, the country is seen as one with the highest risk.

Many North African countries have become major transit points for African and Arab migrants trying to reach Europe to escape war and poverty.

As such there is a clear upward trend in the number of incidents reported from the Maghreb region of North Africa, particularly from the port of Casablanca in Morocco and Rades/Tunis and La Goulette Nord in Tunisia.

The International Group of P&I Clubs (IGP&I) regularly collects data on stowaways. Based on the claims experience of all the member Clubs, areas and ports where stowaways are a common problem are identified, along with the nationalities of persons stowing away and the average cost of stowaway incidents.

The number of stowaway incidents reported by the IGP&I Clubs has decreased by more than two-thirds since IGP&I carried out its first data collection exercise for the 2007/2008 policy year. It also shows a slight downward trend over the past five years.

The total number of stowaways involved has also decreased, but not at the same rate as the incident figures. This means that the number of stowaways per incident has been growing, and the data would seem to suggest that the current average is close to three stowaways per incident.

Whilst the total cost net of deductible to the IGP&I, including fines imposed on shipowners by states, has dropped since the highs in the 2000's and early 2010's, the cost per stowaway incident, as well as per stowaway, continues to show an upward trend. The cost now stands at nearly USD 30,000 per incident and USD 10,000 per stowaway.

It is important to note that the cost to shipowners is higher than that incurred by the Clubs as, in addition to their deductible, shipowners are likely to incur other costs, which are not insured.



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