

LOGISTICS-T MAGAZINE

Biweekly of information, analysis, and advertising / Transport - Logistics - Trade and Supply Chain in Africa

Milestone 45th SAPICS conference was a huge success



Supply Chain : Discovering Maverick Supply Chain

Technology : Technological Innovation in the Supply Chain Sector, Facing Cybersecurity Challenges

Career : 6 Steps to Develop Your Career in the Supply Chain Sector in Africa.

°**In depth** : Tracking the journey of your product - Traceability: Why and How

°**Transport and African Union's Agenda 2063**

°**Focus** : Inventory management tasks and techniques

°**Vox Pop** : What do you believe are the major challenges of the supply chain in Africa in the face of the implementation of the AfCFTA?

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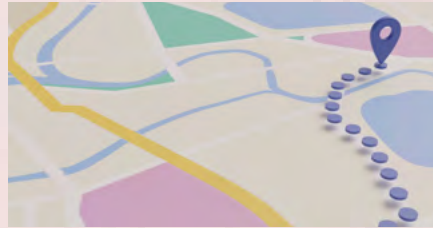
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Dear readers,

We are delighted to launch the English version of our magazine with this fourth issue, which also marks the addition of new sections. Like wine, our magazine improves with time, always offering more enriching content and relevant information.

We are excited to introduce new sections that will bring added value to your reading experience. In the first of these sections, *Technology*, we have explored the theme of «*Technological Innovation in the Supply Chain Sector in the Face of Cybersecurity Challenges.*» We have delved into some technological advancements that are revolutionizing the supply chain field and the growing challenges of cybersecurity.

Furthermore, we have also added a new section focused on *Career*, titled «*6 Steps to Advance Your Career in the Supply Chain Sector in Africa.*» We will address the challenges faced by supply chain professionals in Africa and provide practical advice to foster your professional growth in this booming industry.

Our magazine continues to thrive thanks to the diversity of topics covered. We remain committed to providing insightful analysis, relevant information on industry trends and challenges. Whether you are interested in transportation, logistics, commerce, or the supply chain, you will find in our pages in-depth articles and exclusive interviews that will help you stay at the forefront of the industry.

Finally, we would like to express our sincere gratitude to all those who have followed and supported us since the beginning of this journey. Your shares and loyalty are essential to our success. We are determined to continue providing you with quality content and serving professionals in the transportation, logistics, commerce, and supply chain sectors in Africa.

We hope that this fourth issue meets your expectations and helps you expand your knowledge in your area of interest.

Happy reading!

Carlos KPODIEFIN

Cover story

SAPICS
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MILESTONE 45TH SAPICS CONFERENCE WAS A HUGE SUCCESS



This year's milestone 45th SAPICS Conference – Africa's leading education, knowledge sharing and networking event for the supply chain profession – was a huge success, the organisers have announced.

Some 750 supply chain practitioners from 32 countries across Africa and around the world gathered in Cape Town for the annual conference that has been hosted by SAPICS (The Professional Body for Supply Chain Management) since 1975. Held under the theme "Forward Thinking Supply Chains", the 2023 SAPICS

Conference enjoyed exceptional support from sponsors and attendees. The delegates who attended this year have commended the high calibre programme and outstanding global and local speakers who shared their insights and expertise.

The 2023 SAPICS Conference featured an exciting collaboration between SAPICS and the South African Association of Freight Forwarders (SAAFF), which co-hosted the event. There was also a global public health supply chain track running throughout the conference programme for the first time. "Lives depend on strong,

resilient health supply chains. Partnerships and collaborations are critical to building these and SAPICS is a perfect platform for these discussions," said SAPICS president MJ Schoemaker.

In her opening address at the event, SAAFF chief executive officer Dr Juanita Maree noted that the supply chain gives life to trade and conducts world economies. "Without it, goods and services would not move," she stated. Maree and Shoemaker thanked this year's conference sponsors, including Diamond sponsor Transnet.

« ...He cautioned SAPICS delegates not to use ChatGPT for anything related to facts... »

The important supply chain themes covered at the conference ranged from artificial intelligence (AI), innovation, supply chain professionalisation and risk management to resilience, skills development, supply chain leadership, and South Africa's logistics crisis. In a compelling panel discussion on the practical use of AI in supply chains, experts highlighted the benefits in a range of sectors, from agriculture to healthcare. The “coolest” applications, according to the panellists, include tracking and improving driver behaviour in real time to make roads safer, and enhancing medical diagnoses and treatments by optimising medical coding (ICD-10 codes) Panellist Farayi Kambarami cautioned, however, that large language models, like ChatGPT, have a problem with hallucination. The AI chatbot has fabricated information entirely, including fake court cases that are the subject of one high profile legal wrangle. He cautioned SAPICS delegates not to use ChatGPT for anything related to facts.

How to address the challenges in South Africa's rail policy was the topic of a panel dis-

cussion in which Stellenbosch University's Professor Jan Havenga weighed in. He noted that South Africa is a transport, logistics and supply chain intensive country where 58% of the cost of every commodity is in logistics. Havenga and fellow panellists Mesela Kope-Nhlapo and Warwick Lord, and moderator Deylyn Naidoo, concurred that with public and private sector collaboration, there is light at the end of South Africa's rail tunnel.

Opportunities abound for exports of African fresh produce, from fruit and vegetables to flowers and tea, according to 2023 SAPICS Conference speaker Keith Marshall. With consumers becoming increasingly focused on the origins of products and on sustainable, ethical supply chains, supply chain managers and logisticians have a vital role to play in Africa's success, he told SAPICS Conference delegates. Optimising transport and distribution to reduce carbon emissions is critical, but the demand for more shipping over air transport is good news for Africa, which is well placed to capitalise on the refrigeration technology now available to

ensure that even flowers can be kept fresh when shipped from Africa to Europe.

In a discussion on supply chain professionalisation, the renowned and knowledgeable panellists shared challenges and lessons as well as inspiring good news stories from the public health sectors in Nigeria, Rwanda, Benin, Malawi and Mozambique. In Nigeria, there is now a national supply chain strategy and framework that will improve healthcare skills and outcomes. In Malawi, a pharmacy assistant training programme was hugely successful and will be repeated. There has been high demand for a New Master Programme in Health Supply Chain Management at the University of Rwanda. The University of Mozambique is working on its first bachelor's degree for health logisticians. It has been a long journey and there is still a lot to do, but the pieces of the puzzle are falling into place to professionalise supply chains in Africa and attract a pipeline of young talent into the profession, according to the panellists.

At the closing dinner that ended the conference on a festive note, prizes were awarded to the following outstanding speakers and exhibitors:

- **Best Exhibition Booth – Last. Mile.Fast**
- **Best Double/Multiple Stand – Interroll**
- **Best Exhibition Stand – Supply Chain Handling Equipment**
- **Best Written Paper – Lee-Ann Barlett, Mon’e Manez, South Africa**
- **Best Innovative Presentation – Dave Hallett, supply chain senior director at PepsiCo, and co-presenters Nomkhosi Ncube, supply chain customer collaboration manager, and Silindile Manyoni, senior customer collaboration manager**
- **Best Speaker – Dikeledi Sathekge, group head of planning and digital transformation, Takealot Group, South Africa**

In addition to learning and networking, the SAPICS Conference organisers and delegates also found time during

the conference to give back to those less fortunate. A “Rise Against Hunger” meal packaging event that was sponsored by Savino del Bene saw delegates don hair nets and gloves to pack meals for disadvantaged communities. A total of 6 000 meals were packaged.

Transnet was the Diamond sponsor of this year’s SAPICS Conference. The Gold sponsors were Accenture, Africa Resource Centre (ARC), Lombard Insurance Company, SAP, Savino Del Bene and The Global Fund. The event’s Silver sponsors were Bidvest International Logistics, DP World, DSV, First National Bank, Interroll SA, Management Sciences for Health (MSH), Relex Solutions and VillageReach.

SAPICS’s mission is to elevate, educate and empower the community of supply chain professionals across Africa.

Since its foundation in 1966, SAPICS, The Professional Body for Supply Chain Mana-

gement, has become the leading provider of knowledge in supply chain management, production and operations in Southern Africa. SAPICS builds operations management excellence in individuals and enterprises through superior education and training, internationally recognised certifications, comprehensive resources and a country-wide community of accomplished industry professionals. This community is ever expanding and now includes a multitude of associates in other African countries as well as around the globe. SAPICS is proud to represent the Association for Supply Chain Management (ASCM) as its exclusive premier channel partner in Sub-Saharan Africa.

The annual SAPICS Conference is the leading event in Africa for supply chain professionals. The 2023 SAPICS Conference takes place from 11 to 14 June 2023 at Century City Conference Centre, Cape Town, South Africa.

« ...In addition to learning and networking, the SAPICS Conference organisers and delegates also found time during the conference to give back to those less fortunate... »





Best Innovative Presentation_ Dave Hallett, Silindile Manyoni and Nomkhosi Ncube



Best Speaker, Dikeledi Sathegke, with SAPICS president MJ Schoemaker



Best Written Paper - Lee-Ann Bartlett, with SAPICS president MJ Schoemaker



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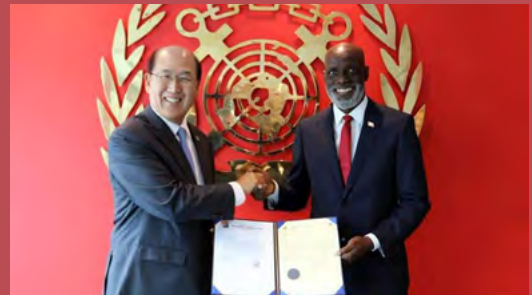


Bidvest Mobility partners with StayLinked to keep warehouse operations connected

Bidvest Mobility, leaders in enterprise mobility and barcoding computing solutions, announced that it is partnering with US-based StayLinked to bring their market leading innovative SmartTE terminal emulation (TE) solutions to South African supply chain organisations and warehouse operators. This partnership combines Bidvest Mobility's extensive industry expertise and StayLinked's innovative software solutions, which will provide customers with efficiency, productivity, and reliability improvements into existing Telnet-based Warehouse Management System (WMS) environments... [lire la suite](#)

Liberia : Deposit Of Ratified Hong Kong Convention Brings Critical Maritime Environmental Safety Instrument Into Force

Liberia has taken a major leap towards ensuring that the environment is protected in the operations of the global ship recycling industry by depositing the country's ratified Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships. This milestone decision paves the way for the treaty to come into full force in two years after attaining the required threshold of member states of the International Maritime Organization (IMO)... [lire la suite](#)



Nigeria : Onne Multipurpose Terminal achieve safety milestone

Onne Multipurpose Terminal (OMT), International Container Terminal Services, Inc.'s (ICTSI) Nigerian cargo handling facility, achieved a safety milestone after clocking in two million man-hours with zero lost time injury (LTI).

OMT reached the milestone two years after commencing commercial operations in 2021.

A ceremony was held to celebrate the achievement, which, according to Rebecca Ollornwafor, OMT head of safety, is more than just an operational and business concept. "LTI may sound like a theoretical and abstract concept, but what we are celebrating is the fact that we have all been able to safely go home to our loved ones at the end of every work day," said Ms. Ollornwafor...[lire la suite](#)

Nigeria : APM Terminals receives largest ever containership to berth in Apapa

APM Terminals Apapa made history on 19 June, 2023 when it received the largest container ship to ever call at the Lagos Port Complex Apapa.

The Singapore-flagged Kota Cantik, operated and managed by Pacific International Lines (PIL), is a 6,606 TEU containership with a draught of 11.6 metres, length overall (LOA) of 300 metres and beam of 40 metres... [Lire plus](#)



UGANDA BREAKS FRONTIERS IN WILDLIFE TRANSPORTATION WITH BAR AVIATION

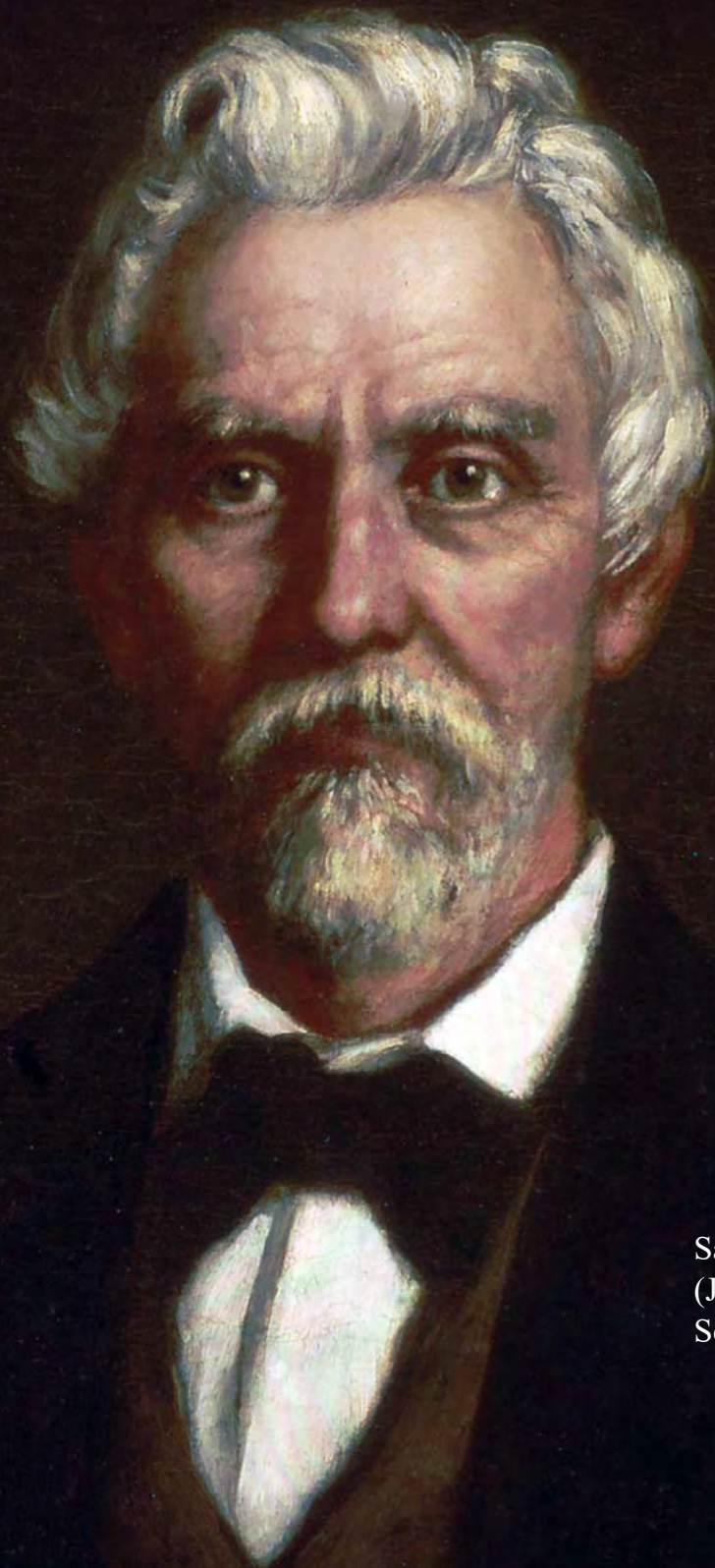
Uganda's Bar Aviation has made a ground breaking achievement in the field of wildlife transportation in coordination with BAR the leading aviation company in Uganda. BAR successfully completed a task to transport a group of eighteen Rhinos on the weekend of 3rd to 4th of June 2023 with its C-130 aircraft from South Africa to Congo. The aviation sector gained a boost of confidence as Uganda's unwavering commitment to conservation was emphasized by this monumental event.... [Lire plus](#)

AFREXIMBANK LAUNCHES INSURANCE SUBSIDIARY TO SUPPORT INTRA-AFRICAN TRADE

The African Export-Import Bank (Afreximbank) (www.Afreximbank.com) today in Accra launched its wholly owned insurance management services subsidiary, AFREXInsure, with a commitment to provide a single-entry point for all specialty insurance needs to assist in optimally managing related risks for the trade and commerce sector in Africa.

Established in 2021, AFREXInsure is set up to offer specialty insurance solutions for trade and trade-related investments across Africa with access to quality, best-in-breed specialty insurance that are tailor-made for Africa... [lire la suite](#)





Samuel Augustus Maverick
(July 23, 1803 –
September 2, 1870)

Discovering
Maverick Supply Chain

Apple, Walmart, Amazon, Uber, Microsoft, Zara, Toyota et General Motors... implement it already! Let 's learn a little more through these following lines this little popularized concept which is the Supply Chain Maverick. This is not a new notion as it as first uttered in 2001 by Professor Constantine Kontocosta of de New York University.

But Professor Michael Porter had already laid the groundwork in 1985 in «Competitive Advantage: Creating and Sustaining Superior Performance». Professor Constantine has used it to describe supply chains managed in an unconventional

way. His motto : reinvent the supply chain !

By using the term Maverick, he wanted to pay tribute to the famous Texas breeder Samuel Augustus Maverick, known for his innovative and unconventional approach to managing his estate. He multiplied his earnings many times over by taking risks and implementing uncommon strategies.

The Maverick Supply Chain is a more flexible and scalable structure that enables supply chains to adapt more quickly and efficiently to market changes through the adoption of modern technologies and the

development of standard processes.

Improving visibility between suppliers and retailers, improving ordering, payment, and delivery processes, and providing greater flexibility in the supply chain are just some of the objectives of the Maverick supply chain.

At this point, it's tempting to ask what's the difference between a «classic» supply chain and a Maverick supply chain?

The following table shows the major similarities and differences between the 2 concepts.

Common points	Difference points
Analysis and improvement of procurement processes.	The Maverick supply chain is much more flexible and responsive to market changes than traditional supply chains.
Inventory management throughout the supply chain	Maverick supply chain highly responsive to new opportunities and trends
Better communication between the various players.	More efficient management and faster, more accurate communication in the supply chain with the introduction of artificial intelligence, the Internet of Things, etc...
Helping to reduce operating and manufacturing costs.	More visibility in a Maverick supply chain across the entire supply cycle.
Assess performance and improve processes.	Much more effective risk management in a maverick supply chain, with more advanced data for decision-making to help manage the risks inherent in procurement.

By its very nature, the implementation of a Maverick supply chain presents certain challenges:

Flexibility: involves efforts to monitor and manage the complexity of flows, which can be very restrictive.

Complexity: These multiple pathways with numerous suppliers, sales outlets and technical platforms can quickly spill over when integrating new business partners.

Resource organization: the independence and non-centralization of the Maverick supply chain can make it difficult to coordinate resources. New suppliers, emerging markets, knowledge of risk response and compliance are factors that can complicate the implementation of such a supply chain.

Risks: Maverick supply chain risks are greater because there are more ways for the supply chain to break down. Companies need to seize the opportunity to diversify their supply chain, and at the same time balance their risks while trying to keep costs down.

To resolve these difficulties, companies can look to improve

their processes and technologies. This enables them to better monitor, adapt and manage alternative suppliers. They can also work with intelligent technologies to find additional ways of spreading risk and enhancing transparency. They can also train their purchasing and logistics staff to better integrate external suppliers. Finally, companies can look for innovative ways to manage their relationships and information with external suppliers.

Like the 5 fingers of a hand, the Maverick supply chain can be set up in 5 steps:

Step 1: Establish a Maverick supply chain vision and objectives: It's important to define your objectives and how you want to reorganize the supply chain to improve it.

Step 2: In-depth assessment of your existing supply chain: This step involves a detailed assessment of the current structure and operation of your supply chain to understand where there are deficiencies.

Step 3: Identify possible supply chain improvements. This must include the integration of digital technologies, process optimization, etc...

Step 4: Develop and implement an action plan that will include steps such as budgeting, planning and working with suppliers to implement the plan.

Step 5: Monitor progress and performance levels: to ensure that they are moving towards your initial objectives, and the changes you make are producing the desired results.

These steps are reminiscent of the continuous improvement approach.

We could therefore venture a mathematical formula as follows:

Supply Chain Maverick = "Classic" Supply Chain + Continuous improvement.

Between 2017 and 2019, studies were conducted on the maverick supply chain and indicated that 50% of the world's leading companies had already adopted maverick approaches for part of their supply chain.

And the fact is that some have done it, or are doing it, without realizing that they are part of the Maverick supply chain trend.

Some success stories won't hurt us:



1. Zara has set up a supply chain that enables products to be designed and produced in a short space of time to keep pace with fashion trends. Clothes and accessories are shipped from factories to stores within two weeks, keeping them up to date with the market.



2. Walmart uses Maverick Supply Chain for its dynamic inventory platform and digital development. The dynamic inventory platform enables retailers and suppliers to monitor inventory and order histories in real time, while the digital development provides real-time information on product prices, replenishment times and other data.



3. Amazon has developed a complex logistics model that involves the use of over 200 delivery sites and more than 50,000 employees. The Maverick Supply Chain enables them to be more responsive to changes in consumer demand and to ensure rapid delivery of their products.

There are so many more good examples that this article wouldn't be enough to list them all... In fact, many supply chain managers are doing supply chain maverick without realizing it.

So let's «Maverick» our supply chains and our companies!

By Jean Noel N'GOUAN, CMILT.



Would you like to become a contributor
and share your ideas with the entire Logis-T Africa professional
community? Write to us at logistafrica@gmail.com.





Inventory management tasks and techniques

Inventory management missions:

When it comes to inventory management, the word «manage» is of the utmost importance, and encompasses the following tasks:

- Forecasting in inventory management: We can't talk about management without forecasting. To manage is to forecast. When it comes to inventories, forecasting is as precise and concise as possible:
- Economic quantities to be ordered.
- The requirements of the various departments

and workshops, necessary for their operation.

- Prospecting, offer analysis and delivery lead times.

- The number of orders to be placed per year.
- Time between two orders for the same product.
- Market analysis.
- Safety stocks to be built up to avoid stock-outs, without exceeding a certain storage standard.
- Capacity for order collection (personnel, trucks, etc.).
- Order placement costs
- Inventory holding costs

Stock management techniques :

Nomenclature: It is the list of all the articles constituting the stock. Each article is listed with its designation. The nomenclature should be constructed in such a way that the articles are grouped closely together to facilitate searching.

Codification: It is the assignment of a code, usually numeric, to each article in stock. The codification should be meaningful to facilitate searching, stable so that the same article always has the same code and does not undergo changes for any reason. The codification should be flexible enough to allow the registration of new articles in an existing category.

Standardization: It involves simplifying and reducing the number of articles by using the same article for different purposes, resulting in a reduction in the total number of stored articles. A

catalog of existing articles in the store must be created and kept up to date, organized by family and subfamily. The articles should be classified based on technical criteria.



By Azim ISSIFOU -
Supply Chain Manager



Transport - Logistic - Supply chain - Trade

Reports - Books - Charters - Regulations - Agreements - Thesis

Côte d'Ivoire : Celebration Day of the 25th Anniversary of the training program of Engineers in Logistics and Transportation (ILT) at the Felix Houphouet–Boigny National Polytechnic Institute (INP–HB) of Yamoussoukro.

Sous le parrainage de Dr. Moussa DIABY, Directeur Général de l'INP-HB
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WiLAT – TOGO equips its members and friends with supply chain and logistics management skills.



As part of its training activities, Women in Logistics and Transport, Togo chapter (WiLAT-Togo), organized a conference on Saturday, June 17, 2023, at a local hotel. The chosen theme focused on Global Supply Chain and Logistics Management.

In her welcome address, the president of this association, Ms. Sharone AGBO, highlighted that the chosen theme aligns with the objectives of the institution, which are capacity building and professional training. As she emphasized, WiLAT-Togo provides numerous opportunities for women to apply the knowledge gained

from training in their daily professional lives.

The first sub-theme, titled «Tactical Decisions in the Transversal Supply Chain: SCOR Framework and Strategic Decisions for Distribution and Procurement Network Identification,» was presented by Mr. Komivi OGBONE, a lecturer and supply chain specialist at the University of Lomé. According to the speaker, Logistics originated in the military field, and industrial logistics emerged in 1977.

During his presentation, Mr. OGBONE mentioned the level of evolution in Supply Chain.

At this level, the traditional organization primarily focused on internal supply chain, external supply chain, and extended supply chain. It is also noteworthy that product availability, quality, delivery times, and distribution are factors that impact high revenue. «Mastering these factors is in the interest of the company,» adds Mr. OGBONE, who further asserts that reducing working capital requirements (stocks) affects the balance sheet, cost reduction affects the income statement, purchasing, optimizing capacity utilization, productivity, and waste elimination.

The speaker continued his presentation by emphasizing the Supply Chain Operations Reference (SCOR) model, which is a reference model that emerged in 1977 and allows for the analysis, evaluation, evolution, and optimization of logistical process flows. According to Mr. Ogbone, successful implementation of this process requires planning. For relatively standardized products, the focused supply chain approach should be adopted to meet predictable demands at the lowest cost (minimum cost system) and respond to unpredictable demand (flexible system). In conclusion, Mr. Ogbone discussed production and distribution networks, making reference to transportation costs.

The second sub-theme, «Outsourcing Transport Logistics: What are the Challenges Related to Logistics Outsourcing,» was presented by Mr. Denis Nyangaya, General Manager of LMS Sarl and Logistics Management Consultant. He stated that transportation methods must keep up with the expansion of trade routes, as there is a need to create additional transport routes due to competitiveness. After defining outsourcing as the provision of a service previously performed in-house, Mr. Nyangaya highlighted that multiple production systems involve significant labor. To generate profit and create job opportunities for

others, external services must be sought.

Regarding logistics, he emphasized that many examples come from the United States of America, and transportation is an essential component of logistics. The economic interest remains the foundation of any company's outsourcing, he added, noting that economic criteria play a role in logistics outsourcing. He argued that the objective of outsourcing is to create gain and employment.

Regarding outsourcing in transportation, especially road transportation, the speaker indicated that it emerged from the need for this mode of transport. However, he clarified that outsourcing in road transport presents challenges such as the development of road networks, protection through the improvement of road networks, and transportation regulations (laws governing transport).

After these presentations, there was an exchange of experiences. The Vice-President of WiLAT-Togo testified that her company, Brasserie BB Lomé, relies on another company for the production of aluminum beer cans. She also highlighted that for the transport of BB products, the company uses trucks from other transportation companies. She emphasized that logistics considers the entire supply chain, inclu-

ding procurement, production, transport, distribution, as well as environmental, economic, societal, and ethical issues. To ensure successful outsourcing, she concluded by mentioning the importance of service level agreements.

Regarding WiLAT's President, Ms. Sharone AGBO, who manages road transportation logistics in four countries in the sub-region, she emphasized the importance of rigor in the field and invited young Togolese girls to embrace careers in logistics, which were previously considered male-dominated. She did not overlook the risks associated with the profession.

It is worth mentioning that WiLAT-Togo was established on February 17, 2023, following the conference in Ghana organized by the Chartered Institute of Logistics and Transport founded by Queen Elizabeth II. WiLAT-Togo aims to be the most sought-after organization in advocating professionalism and empowerment of women in the supply chain, logistics, and transportation. Its mission is to promote the status of Togolese women in logistics and transportation, bringing together those who hold the career development talents of women and providing networking opportunities for women in the sector.

source : <http://www.corpsdiplomatique.tg>

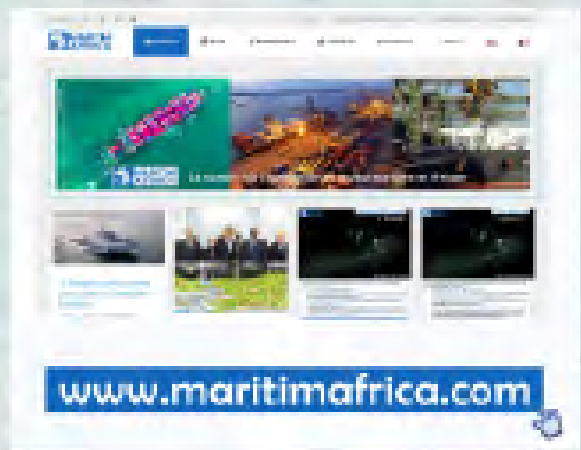




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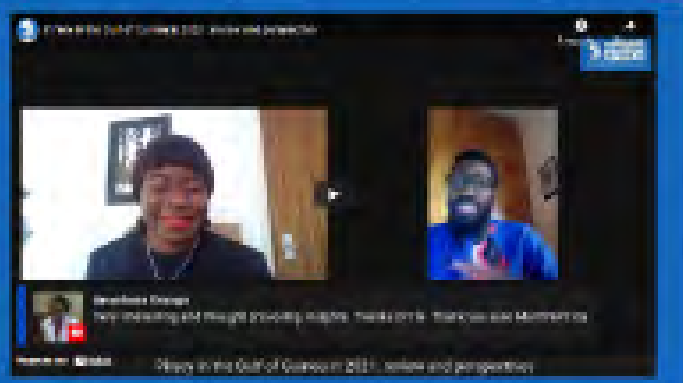
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Your weekly update on the highlights of the maritime sector in Africa



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WILA–Côte d’Ivoire : Better Managing Your Emotions for Well–being and Harmonious Communication



Emotions play an essential role in our daily lives. They are the expression of our satisfied or unsatisfied needs. Learning to recognize, understand, and manage them can have a significant impact on our personal and professional relationships, as well as our overall well-being. With this in mind, an exceptional masterclass was organized by WILA-Côte d’Ivoire for its members, providing practical tools to help them better understand their emotions and improve their communication skills.

The theme of the day was «Better Managing Your Emotions.» A group of passionate women gathered at Pullman Abidjan to

participate in this enriching experience. The event was facilitated by renowned speakers, including Fatouma Mbianda, Fatmé Fakhry, and Olivier Romano, who shared their knowledge and practical techniques.

One of the highlighted approaches was the OSBD (Observation, Feeling, Need, Request) method of Nonviolent Communication (NVC). It offers a solid framework for more respectful and harmonious communication. The first step, observation, involves sharing our perceptions of reality in a neutral and non-judgmental way. By recognizing our own feelings, the second step allows us to better connect with oursel-

ves and acknowledge the messages our bodies are sending us. Needs, on the other hand, are fundamental for each individual, and considering them in our interactions strengthens mutual understanding. Finally, the last step is to formulate a clear and constructive request, developing strategies that take care of everyone’s needs.

During this masterclass, special attention was given to heart coherence, a technique aimed at regulating the heart rate to promote better emotional management. Participants had the opportunity to experience this practice firsthand and realized its positive impact on their well-being.

The importance of managing our emotions in our relationships cannot be underestimated. By developing our emotional intelligence and utilizing tools like the OSBD method, we are able to communicate better, resolve conflicts constructively, and cultivate harmonious relationships. The participants left the masterclass with a deeper understanding of themselves and practical tools to transform their daily interactions.

This unprecedented masterclass was made possible thanks to Abi-

djan Terminal. The President of WILA-Côte d'Ivoire would like to express particular gratitude to Mrs. Asta-Rosa Cissé, the General Manager of the first container terminal in Côte d'Ivoire.

WILA-Côte d'Ivoire continues to offer unique opportunities for personal and professional development for women. Masterclasses like this one help strengthen communication skills and foster personal growth. They also serve as spaces for exchange and sharing, where women can connect, ins-

pire each other, and grow together.

If you wish to enhance your communication skills, better manage your emotions, and develop more fulfilling relationships, stay tuned for upcoming events organized by WILA-Côte d'Ivoire. You won't want to miss these opportunities for personal growth and connection with a community of dedicated women.

by Carlos Kpodiefin





**Tracking the
journey of your
product –
Traceability:
Why and How**

The supply chain is generally associated with the management and flow of products or services, so it is crucial to track the complete journey of the product or service from its source to its end of life. This involves not only knowing the origin but also following its path throughout the entire supply chain until it reaches the end customer. This is where the importance of traceability lies, enabling complete visibility and optimal management of each step in the process.

Importance of tracking the complete journey of a product

Tracking the complete journey of a product in a supply chain offers numerous benefits for businesses. Firstly, it ensures the quality and compliance of the product throughout its journey. By clearly identifying the product's source and tracking it at each step, companies can ensure that it meets the required quality and safety standards.

Additionally, tracking the complete journey of a product allows for more efficient inventory and logistics management. Companies can have better visibility of stock levels, monitor product movement, and opti-

mize processes accordingly.

Furthermore, traceability enhances transparency and accountability in the supply chain. It enables companies to address any issues or incidents promptly, trace the origin of problems, and take necessary actions to mitigate risks.

Overall, tracking the complete journey of a product in the supply chain helps businesses streamline operations, ensure product quality and compliance, and maintain customer satisfaction.

By having visibility into the location and movement of products, companies can optimize their procurement, distribution, and inventory management processes. This reduces the risks of stockouts, costs associated with overproduction or overselling, and improves customer satisfaction.

Another important aspect of tracking the complete journey of a product is the ability to react quickly in case of issues or non-compliance. Traceability allows for the rapid identification of defective products, isolating problems, and taking immediate corrective actions. This helps minimize risks to consumers, mitigate costly product recalls, and protect the company's reputation.

Traceability Tools

The importance of traceability as a crucial tool for ensuring complete visibility of a product's journey cannot be underestimated. It offers numerous benefits for businesses, ranging from regulatory compliance to improved operational efficiency and customer satisfaction.

• **Ensuring Compliance and Quality:** By identifying and recording each touchpoint of the product, from its origin to its

final destination, which is the primary role of logistics, companies can ensure that quality standards are met at each step. This includes verifying certifications, appropriate storage conditions, and compliant handling practices.

• **Optimizing Logistics Processes:** Another major advantage of traceability is its impact on the operational efficiency of the supply chain. By having full visibility into the product's journey, companies can identify bottlenecks, delays, or inefficiencies in logistics processes. This allows them to make targeted improvements, optimize delivery times, reduce costs, and enhance customer satisfaction.

• **Reacting Quickly to Issues:** Traceability facilitates quick response in case of issues or non-compliance. By having accurate information about the origin and journey of a product, companies can rapidly identify defective products, recall them if necessary, and take immediate corrective actions.

• **Strengthening Customer Relationships:** Traceability goes beyond tracking the product itself; it also involves tracking the customer throughout the

supply chain. This enables companies to better understand customer needs and preferences, anticipate their demands, and personalize their experience. By offering transparent tracking and meeting specific customer expectations, companies can strengthen customer relationships, improve loyalty, and drive growth.

***Limiting Costly Product Recalls:** When a product is recalled, it means it is removed from the market due to a defect, health risk, or other identified issues. Product recalls can be costly for companies as they often involve expenses related to recalling defective products, replacements, necessary repairs, loss of consumer trust, legal liability, etc. Limiting costly product recalls in a supply chain involves rigorous quality management, effective controls throughout the logistics process, and adequate traceability to quickly detect and resolve issues related to defective products.

By Gil-christ Jéhovani ABA, Logistician, e-Logistics Specialist

This Column is offered by



Gilogistique

La logistique autrement

Do you know AfrexInsure, the insurance subsidiary launched by Afreximbank to support intra-African trade?



A subsidiary of



AfrexInsure, a subsidiary of Afreximbank, is an insurance management services company which offers specialty insurance solutions for trade and trade-related investments across Africa. AfrexInsure is a single-entry point for all your specialty insurance needs and to assist in optimally managing your risks.

What AfrexInsure offers:

- A focal point for specialty insurance solutions and ensuring that the right-fit insurance solutions are secured
- Vital insurance solutions for trade and trade-related investments across Africa
- Access to quality, best-in-breed specialty insurance
- Tailor-made specialty insurance solutions

• African knowledge and risk expertise by leveraging its presence across the African continent and deep understanding of the African market

Insurance Solutions

The following are some examples of the solutions that may be offered, however, please contact the team to discuss your specific requirements.

Cargo

Cargo risks are inherent in most operations – whether marine cargo or land and air transits – and exposure to losses and liabilities that arise from the cargo are a risk to businesses. Afrexinsure's insurance solutions afford coverage in respect of the property damage to the cargo and associated cargo liability is included.

Construction

The construction industry is characterized by multiple-risk variables that impact on safety, timing, completion and profitability. Across Africa, the infrastructure growth is significant and construction is an underlying growth industry. Afrexinsure's insurance solutions will protect these projects from property damage to contractor property, contract works, weather and natural catastrophes and human error, including the associated delay in startup expenses. Separately, the associated third-party liability and associated marine cargo coverage, including marine cargo delay in startup, is also offered.

Operations

Property owners, operators, managers and developers need to stay competitive in a challenging environment. Afrexinsure

offers insurance solutions to insure property damage, weather and natural catastrophes and human error, including the associated business interruption therein. Separately, the associated third-party liability coverage may also be availed.

Energy

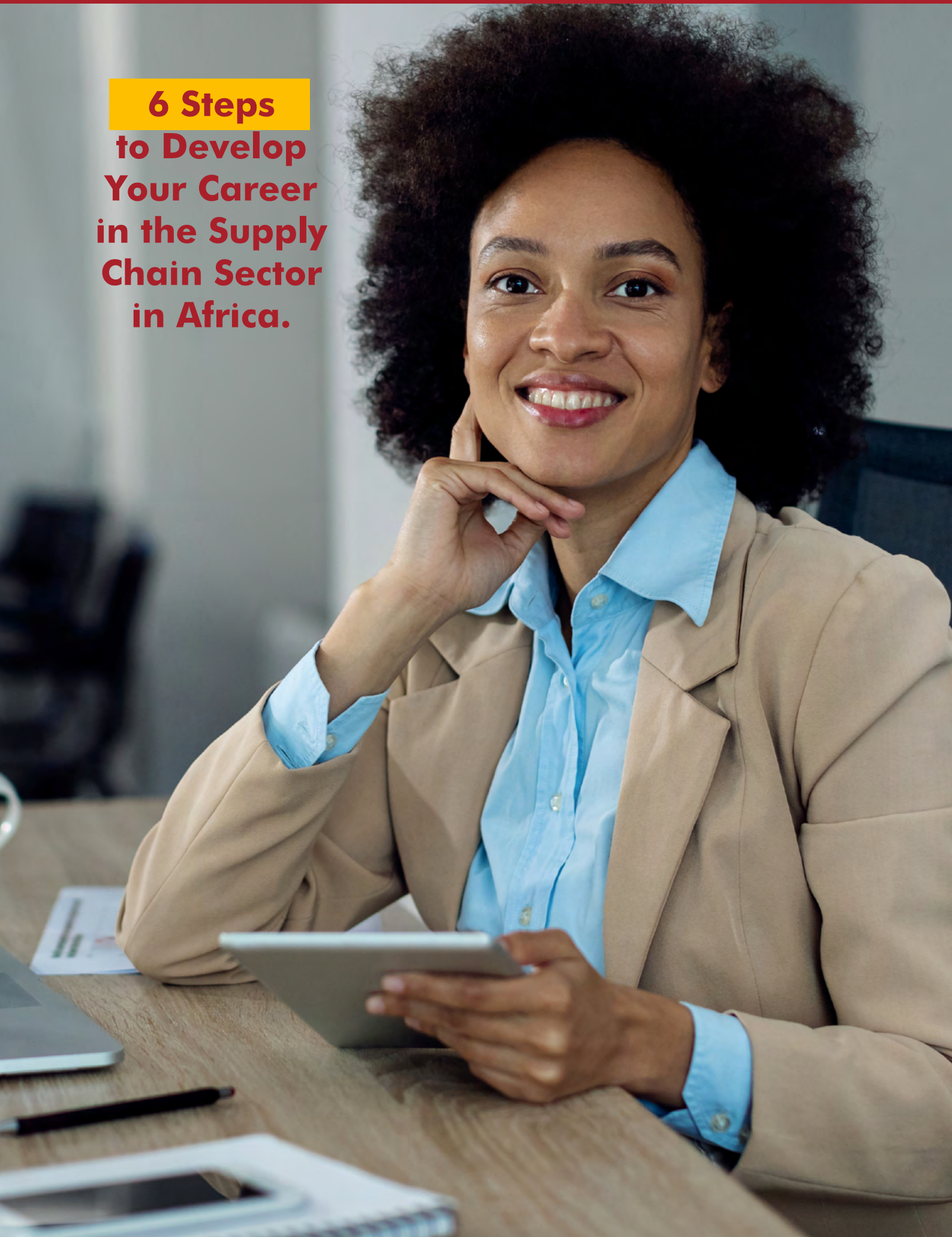
Energy and power companies face significant challenges and wide-ranging risks as the industry continues to transform at a rapid pace. Across Africa, energy demand is growing and Afrexinsure insurance offers coverage for oil and gas infrastructure, as well as conventional and renewable energy assets. The coverage may include

infrastructure damage, weather and natural catastrophes and human error, including the associated business interruption therein. Separately, the associated third-party liability coverage may also be availed.

source : <https://www.afreximbank.com/fr>



**6 Steps
to Develop
Your Career
in the Supply
Chain Sector
in Africa.**



In recent years, there has been an increased interest in supply chain management careers on the continent. Indeed, the supply chain sector in Africa offers excellent career opportunities for those willing to invest in their professional development. But what does it take to develop a career in this sector in Africa? Here are 6 things to do.

1- Obtain professional training in supply chain management: To progress in the field of supply chain, it is essential to receive proper training in supply chain management. Look for specialized study programs such as university degrees or professional certifications that will help you master key concepts in logistics, demand planning, inventory management, operations, etc.

2- Develop industry expertise: Supply chain is a cross-functional field that spans various industries such as agribusiness, manufacturing, retail, etc. To stand out, choose a specific industry in which you want

to specialize. Take the time to deepen your knowledge of the specifics and challenges of that industry to become a sought-after expert.

3- Enhance project management skills: Project management is a key skill in the supply chain sector. By developing your project management skills, you will be able to effectively coordinate the different stages of the supply chain, manage timelines, costs, and risks, all while maintaining operational quality.

4- Cultivate a professional network: Networking is essential for advancing in your career. Attend professional events, join associations or online discussion groups related to supply chain in Africa. Build connections with professionals in the field, share your knowledge, and stay informed about the latest trends and opportunities.

5- Develop IT management skills: Information technology plays an increasingly important role in supply chain management. Familiarize yourself with inventory management systems, resource planning software, and other technological tools used in the industry. By developing your IT skills, you will increase your employability and your ability to tackle supply chain challenges in Africa.

6- Stay updated with industry trends: Supply chain is a constantly evolving field, with new trends and emerging technologies. Stay informed about the latest innovations, best practices, and regulations in the industry. Enroll in continuous learning programs, read specialized publications, and participate in conferences to stay updated and maintain your competitive edge.

Research and Rewriting by
Carlos KPODIEFIN



What do you believe are the major challenges of the supply chain in Africa in the face of the implementation of the AfCFTA?



YEO YAYA, Procurement and Supply Chain Manager for SICABLE.

We all know that the implementation of the AfCFTA is a tremendous opportunity for trade between African countries. Of course, the volume of transfers will increase and put more pressure on the supply chain, which will have to face challenges related to delivery lead times and transportation costs. Regarding delivery lead times, the low exchange rate currently means that there are hardly any direct maritime routes between states. This will require transshipment of goods, with the risk of not meeting the announced transit times. Additionally, most of our countries have poorly maintained road networks, which can make pre-carriage and on-carriage difficult.

The logical consequence of long delivery lead times is the cost of freight. Lack of control over certain realities in some countries will lead logistics professionals to deal with multinational companies that impose high taxes on their services. In summary, the AfCFTA is a huge opportunity for companies that can leverage their supply chains effectively.

«Technological Innovation in the Supply Chain Sector Facing Cybersecurity Challenges»



In an increasingly interconnected world, cybersecurity has become a major concern for numerous sectors, particularly the supply chain industry. Rapid technological advancements and innovations in this field offer unprecedented opportunities to enhance efficiency and supply chain management. However, these advancements also bring forth new challenges in terms of cybersecurity. What is the impact of technological innovation on cybersecurity in the supply chain sector, and what essential measures are necessary to protect systems against cyber threats?

Technological Innovation in the Supply Chain

The introduction of advanced technologies such as the Internet of Things (IoT), artificial intelligence (AI), and blockchain has transformed how businesses manage their supply chains. These technologies enable improved visibility, enhanced traceability, and process automation, resulting in efficiency gains and increased productivity. For instance, IoT sensors can collect real-time data on goods throughout their journey, while AI can analyze this data to detect potential issues and propose optimization solutions. Blockchain, on the other hand, offers record immutability and increased transparency, strengthening trust among different supply chain stakeholders.

Cybersecurity Challenges

Despite the advantages brought by these technologies, they also expose supply chain systems to new vulnerabilities and threats. Connected devices, for example, can serve as entry points for attackers seeking access to company networks. Furthermore, AI systems can be manipulated or corrupted to induce errors or malfunctions. Attacks targeting supply chain systems can have severe consequences, ranging from operational disruptions to the compromise of sensitive customer data. Therefore, it is imperative to implement robust cybersecurity measures to protect these new technologies...

to be continued

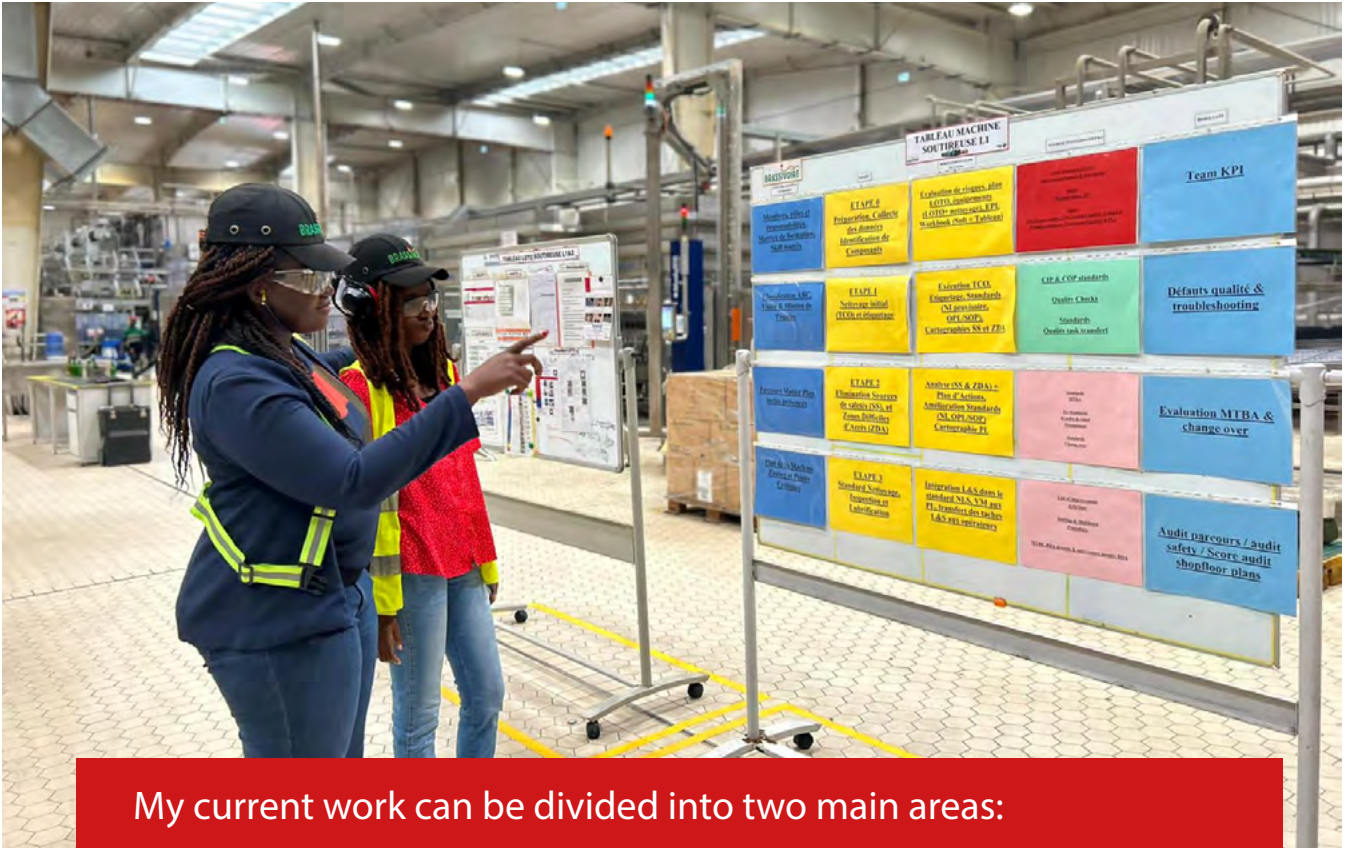
In the next issue, experts will provide us with essential measures to enhance cybersecurity in the face of these challenges.

Marie Noelle Ouédraogo Djédjé

Responsible for operational excellence and capability management in Brassivoire's Technical Department. / In charge of the Entrepreneurship Committee at Wilat-CILT Cte d'Ivoire

My name is Marie Noelle Ouédraogo Djédjé. I have an MBA in Supply Chain Management from Bordeaux ISLI, now KEDGE Business School. I have over 20 years' experience in international logistics. I've been with Brassivoire for 7 years, initially as head of planning, logistics and purchasing during the construction and start-up of operations in Côte d'Ivoire, before moving on to my current position as head of operational excellence and capability management in the technical department. Brassivoire is a food company producing alcoholic and non-alcoholic beverages, 51% owned by Heineken and 49% by CFAO.





My current work can be divided into two main areas:

- Always seeking the best performance by optimizing the use of our resources.
- Supporting men and women to reach their full potential.

What a day with me is like....

- 1- I start by checking my diary first thing in the morning when I open my computer.
- 2- Then I take part in a regional conference call or a face-to-face operational meeting on a production floor.
- 3- Late morning: operational meeting of the technical management board.



A day with ...

4- The day continues with a tour of the production plant, depending on the needs identified at the daily operational meeting. This is the ideal setting for fruitful exchanges with all workers: operators, team leaders or administrative staff.

5- My day doesn't end without first carrying out internal audits and monitoring training plans according to a pre-established schedule.



In my current role, in addition to guiding over 200 people (staff and service providers with an impact on production), I've chosen to be a role model for young girls who are willing to embrace the technical professions of logistics, production and maintenance. We represent around 16% of women at Brassivoire, compared with 18% for the industrial sector in Côte d'Ivoire.

As women, one of our challenges is to combat the impostor syndrome and show our passion for these «masculine» professions by adding our feminine touch. We mustn't be afraid to make mistakes, but above all we must learn from them and do better the next time.

The higher you go in the hierarchy, the less you need to demonstrate your technical skills. Human skills, for which

more psychology is required, become paramount, even though we still don't have the manual for human behavior.

I'm a woman, a mother, a wife, a sister, a daughter, a friend and also an association activist who wants to make her contribution to the production professions, and in particular to the supply chain and purchasing, and to the daily lives of the new generation of strong, fighting women.



LOGIS-T WOMEN #3



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Who are we ?

The Congolese Association for Logistics and Supply Chain brings together all Congolese professionals working in the logistics and supply chain sector, both in the Republic of Congo and abroad. Its aim is to strengthen the ecosystem of transport-logistics activities in Congo, with the goal of making the country attractive and competitive by establishing it as a logistics hub in the Gulf of Guinea. The ACOLOG network comprises more than 30 job titles covering all essential links in logistics and the supply chain. It advocates for the institutionalization of the logistics profession in the Republic of Congo. ACOLOG is present in Pointe-Noire, Republic of Congo (main headquarters) since December 26, 2022, in Dakar, Senegal (first office) since February 6, 2016, in Melun, France (European Office) launched on January 30, 2022, in Abidjan, Côte d'Ivoire, officially established on February 27, 2022, as well as in Cameroon, Morocco, and Niger where it has branches. ACOLOG also has focal points in all continents, who are professionals in the transportation, logistics, and supply chain fields, with the role of facilitating the expansion of the ACOLOG network worldwide.

We work in all vital sectors that govern the socio-economic life of the country, including:

- Education
- Health
- Environment
- Agriculture, food processing, fishing and livestock farming
- Transportation (sea, river, air, road, rail)
- Trade and industry
- Buildings and public works
- Mining and energy
- Tourism, events and miscellaneous services

Our services:

- Promoting transport and logistics opportunities in Congo and Africa
- Promoting careers in transport, logistics and the supply chain
- Information and awareness-raising
- Training and capacity building
- Networking and logistics entrepreneurship
- Logistics auditing, consulting and technical assistance
- Development logistics and supply chain multi-sector research

Our network

ACOLOG
Association Congolaise pour la
Logistique et la Supply Chain

Our Network

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Jules Rocky Embounou
Logistics and Trade Expert (Overseas,
International and Cross-border)
Trainer
President of ACOLOG Congo



Claise Marland MILANDOU
Transport and Customer Service
Manager
President of ACOLOG Côte d'Ivoire

Transport and African Union's Agenda 2063



The aspirations for Africa in 2063 are an integrated and peaceful continent with prosperity based on inclusive economic growth and sustainable development, and Africa as a global player and partner. To achieve these aspirations, transport infrastructure and services will need to connect regions and countries, support trade and commerce, and facilitate access to social amenities. Travel for all people will need to be safe, resilient and with minimum impact on the environment.

1 Transport integrating Africa, its regions and countries

Transport policy makers have long recognised that Africa's continental infrastructure is hindering the vision of African

integration. Today, transport stakeholders have an agreed programme on how transport can and will facilitate Africa's integration.

Turning Africa's transport infrastructure legacy into world-class networks

Transport systems in Africa were founded by European colonial powers exploiting the continent's rich mineral resources and high value agricultural products, such as rubber, coffee, cocoa and cotton. Exploitation was driven by commercial gain that needed efficient transport corridors to coastal ports for onward shipment to Europe. Thus, transport investments favoured roads, ports and railway networks along strategic corridors with

little attention to developing networks for regional and in-country connectivity. As a result, fragmented and distorted transport systems have emerged throughout Africa that are administered and operated by different political and institutional regimes. This was the transport legacy inherited by African countries at the time of their independence. This legacy has hindered the political path of the Pan-African aspiration to a fully integrated Africa. By 2063, Africa aspires to have high-speed railways, roads, maritime and air infrastructure connecting capitals and major cities, and improved links between African island states and the mainland continent. In addition, liberalised air and efficient maritime transport will

ensure links between Africa and Europe, India, Asia, Australia and the Americas.

A programme for continental transport networks

The Commission, RECs and Member States have agreed strategies, programmes and projects to scale up transport infrastructure in their continental programme, PIDA. The PIDA vision of integrating Africa builds on synergies between transport modes within a regional transport network of hubs and corridors. This vision is supported by harmonised national policies and strategies that reflect the continental vision in their plans, institutional and regulatory frameworks.

2. Transport transforming

trade and commerce

Intra-African trade will flourish with the establishment of the Continental Free Trade Area built on current REC trade agreements. To maintain trade competitiveness, transport infrastructure and services will have to enable free movement of commercial and agricultural products by road, rail, inland waterways, sea and air.

Regional transport networks moving goods and services freely across Africa and abroad.

Benefiting from macroeconomic stability by 2063, Africa will have manufacturing industries and technology-driven companies contributing approximately 50 % of the continent's GDP.

Industry transformation and Africa's dominance in the exploitation of its natural resources will substantially increase African trade and international exports.

Increased and competitive trade flows will rely on efficient transit transport along road and rail regional corridors and through ports to global trading partners. To support traffic flows, regional road and rail corridors connecting regions and countries, and commercial centres to maritime ports will be maintained and upgraded. And, port operations will be appropriately upgraded and port services improved to facilitate the free flow of goods. Similar strategies and plans are underway in the aviation sector for the trade





in high value and perishable goods, and to support tourism.

National transport networks enabling agriculture to feed Africa and to export

African agriculture in 2063 will be transformed by an increase in mechanised farming, greater access to production inputs and improved financing opportunities that will boost production. Higher production will make local food produce sufficiently competitive to replace food imports and will generate surpluses for export. However, getting agricultural products from farm to market with mini-

mum damage requires a network of rural roads in good condition. Similarly, food exports have to move rapidly along national and regional roads for transshipment by ship and aircraft. African governments will improve their capabilities and capacities to sustain road maintenance and upgrading to efficiently serve farmers and traders so agricultural products remain competitive in Africa and abroad.

Lakes and rivers moving maritime produce within Africa and to world markets

The blue economy and ocean governance is expected to gain momen-

tum in 2020, leading to advanced knowledge on marine and aquatic biotechnology to produce new products. Marketing these products will require maintaining and upgrading inland networks of lakes and navigable rivers to connect landlocked countries with the rest of Africa and world markets.

Extract from the «Transport Policy Paper - Delivering sustainable transport for realising AU Agenda 2063»

[Download and read the document from our online library by clicking here](#)



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Supply chain dictionary

What is

bary-center

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Woman's words

Davidetta G. DOE
Chief of Wharf of the Freeport Collectorate at the Freeport of Monrovia/LRA

"I strongly believe that females in this sector should pay attention to the following key points to foster growth:

- Ability to see the bigger picture
- Adaptability
- Effective problem-solving skills
- Continually seeking improvement
- Honesty..."

source: Logis-T Africa Women N°002

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Derrière chaque grand leader, il y avait un logisticien encore plus grand.

James Middleton Cox

Behind every leader, there was an even bigger logisticians.

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Statistics of the week

AFCFTA requires **1,844,000 trucks** for bulk cargo and **248,000 trucks** for container cargo by **2030**. This increases to **1,945,000** and **268,000 trucks** respectively if planned infrastructure projects are also implemented.

source: Economic Commission for Africa (ECA)

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Le métier de «Supply Chain Manager»

Le supply chain manager ou manager de la chaîne logistique, est responsable de la définition de la stratégie de la chaîne logistique de l'entreprise, de la coordination et de la gestion optimale des divers flux (physiques, financiers et d'informations), du fournisseur au client final.

Il s'occupe de l'ajout d'un certain degré d'efficacité de la chaîne logistique globale, en supervisant la mise en œuvre opérationnelle des stratégies relatives, et la synchronisation parfaite des différentes fonctions de la supply chain pour un meilleur rapport coût-qualité-délais, afin d'assurer la satisfaction du client et la rentabilité de l'entreprise.

Compétences requises pour les postes indépendants:

- Maîtrise des principes de la supply chain
- Maîtrise des spécificités techniques du transport et de l'entreposage des produits
- Maîtrise des logiciels et des systèmes d'information logistique (ERP, POC, CRM, SaaS, etc.)
- Connaissance des outils de pilotage et des indicateurs de performance
- Maîtrise d'au moins une langue étrangère (Anglais technique pour les francophones)

Qualités personnelles nécessaires:

- Leadership
- Absence d'attitude
- Capacité de négociation
- Rigueur et organisation
- Capacité d'analyse et de synthèse
- Sens de l'anticipation
- Gestion du stress
- Capacité d'équipe

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Statistics of the week

Implementing AfCFTA would double maritime freight from **58 to 131.5 million tonnes**. Africa's maritime network includes **142 links** connecting **65 ports**; accounts for **22.1%** of intra-African freight transport. Share will increase by **0.6% to 22.7%** if both AfCFTA and planned infrastructure projects are implemented.

source: Economic Commission for Africa (ECA)

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