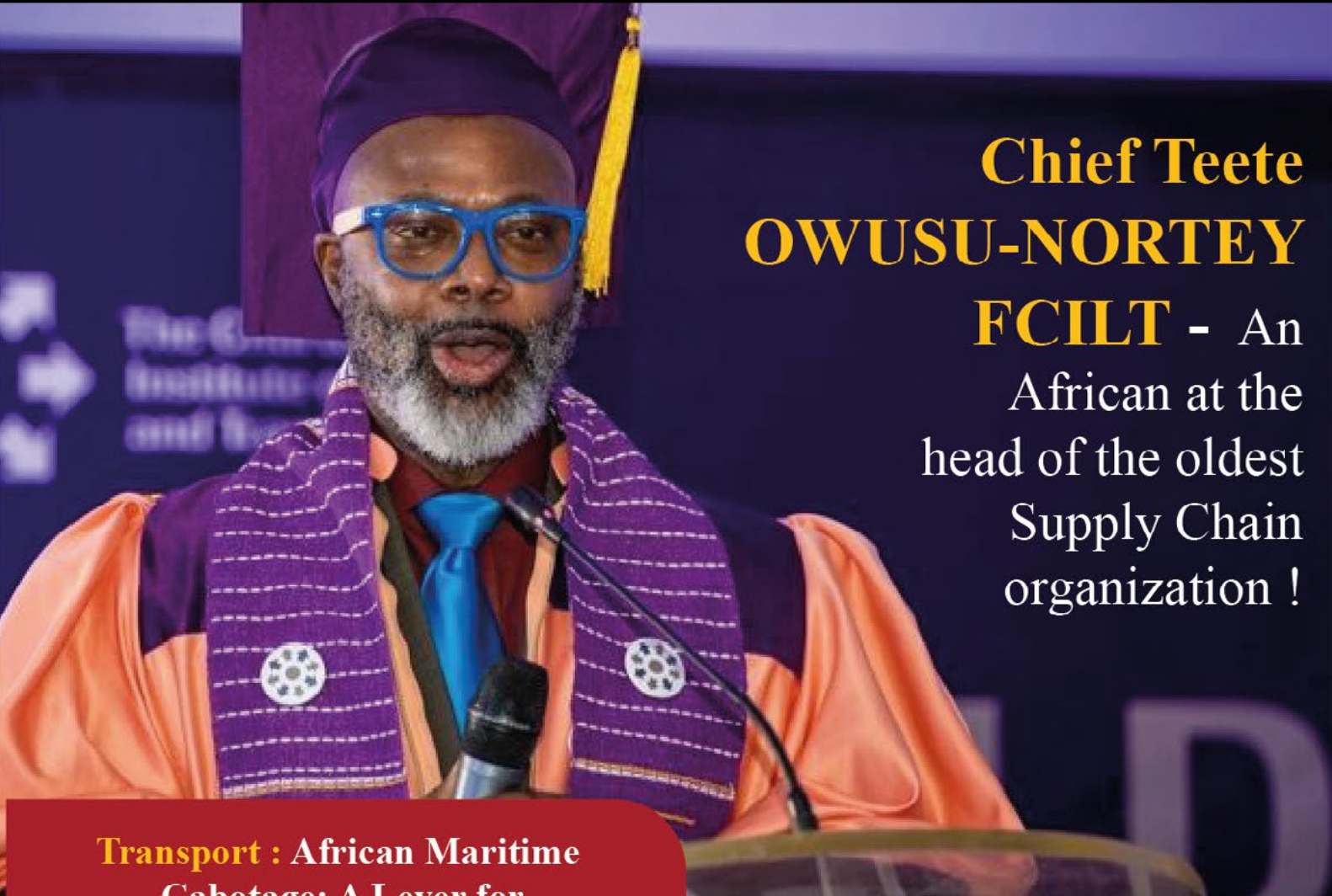


LOGIS-T MAGAZINE

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



Chief Teete OWUSU-NORTEY

FCILT - An
African at the
head of the oldest
Supply Chain
organization !

Transport : African Maritime
Cabotage: A Lever for
Economic Independence and
Development in Africa

In Depth : The Impact
of Digital Disruption on
Purchasing/Procurement

Career : Succeeding in the African
Supply Chain: The 5 Qualities that
Make a Difference

°**Focus** : Effective Monitoring
of Import-Export Operations

°**Library** : Transport in the African
Union's Agenda 2063 : A strategy to
deliver sustainable transport

°**Trade** : Do you know about
PAPSS: the Pan-African Payment
and Settlement System?

LOGIS-T Africa

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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 #W102

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



Behind every leader, there was an even bigger logisticians.


James Middleton Cox

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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 construction et de la gestion optimale des divers flux (physiques, financiers et d'informations), du fournisseur au client final.

Il s'agit de l'articulation centrale de l'efficacité de la chaîne logistique globale, en supervisant le lien en œuvre opérationnelle des stratégies/relations, et la synchronisation parfaite des différentes fonctions de la supply chain pour un meilleur rapport coût-qualité-délaï, afin d'assurer la satisfaction du client et la compétitivité de l'entreprise.

Compétences techniques indispensables

- 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, PDR, CRM, SRF, 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
- Bonne relationnelle
- Capacité de négociation
- Rigueur et organisation
- Capacité de planification et de synthèse
- Sens de l'anticipation
- Gestion du stress
- esprit 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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-NORTEY FCILT

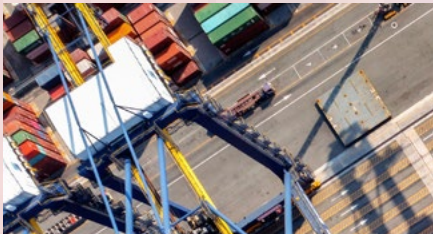
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the oldest Supply Chain
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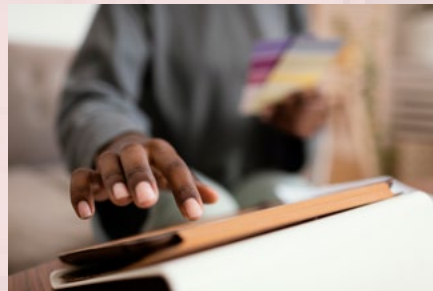
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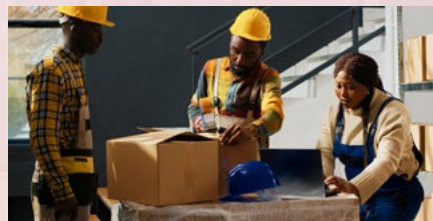


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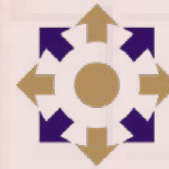


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Dear Readers and Partners,

It is with great joy and immense satisfaction that I reconnect with you on the occasion of the sixth issue of Logistafrica, after a few months of silence that were well-utilized to meet and exchange ideas with professionals across various parts of the continent. Whether during my various travels or through online meetings, I have taken the time to engage with professionals from Dakar to Cape Town, passing through Abidjan, Cotonou, Lomé, Douala, Rabat, etc., all with the aim of better serving you through this magazine. At LOGIS-T Africa, the year truly begins for us now with the publication of this magazine and the resumption of our sections on all our platforms. Stay connected to our various networks as we have planned rich, diverse, and even more relevant content.

On the cover of this issue, we spotlight an exceptional personality whom I had the pleasure of meeting at the Supply Chain Salon in Abidjan, invited by CILT Côte d'Ivoire, Chief Teete OWUSU-NORTEY FCILT. He made history by becoming the first African to lead the oldest organization in the Supply Chain: CILT. His inspiring journey and vision for the future of logistics in Africa are elements not to be missed.

One of the flagship articles in this issue is authored by the talented Pascaline Odoubourou, founder and editor-in-chief of Maritimafrica. She provides an in-depth analysis of African Maritime Cabotage, emphasizing its potential as a crucial lever for economic independence and sustainable development on the continent.

The «Focus» section is dedicated to the management of the automobile fleet, addressing the choice of the type of transport vehicle. A central element in the operational efficiency of companies in the sector. Furthermore, the effective tracking of Import-Export operations is highlighted, underscoring the crucial importance of this step in the supply chain.

In our feature section, we explore the impact of digital disruption on purchases and procurement, an essential topic to remain competitive in a world of constant technological evolution. The commerce section highlights PAPSS, the Pan-African Payment and Settlement System, a promising initiative that could revolutionize commercial transactions on the continent.

Of course, our regular sections such as Library, Career, Associations News and News in brief, are also present.

We hope that this issue meets your expectations and contributes to enriching your knowledge and perspectives in the captivating field of logistics in Africa.
Happy reading!



Carlos KPODIEFIN

Cover Story



**An African at the head of
the oldest Supply Chain
organization!**

Chief Teete OWUSU – NORTEY FCILT An African at the head of the oldest Supply Chain organization!



*...No excuse
...we must
keep learning
and working
to get to the
top one day...*

Elected in October 2021 out of the applications received and confirmed as the CILT International President Elect by the Council of Trustees – which serves as the board of the institute at the global level, Chief Teete OWUSU-NORTEY is the first African to head this organization. Per the by laws of the institute, the president elect is also the president in waiting. As a result, Chief Teete Owusu-Nortey officially took office as CILT International President on the 1st of January 2024, for a term of 2 years.



The Chartered Institute of Logistics and Transport was founded in 1919 at the Savoy hotel, London in the United Kingdom, and has undergone several changes to encompass all Supply Chain professions. It also caters for Next Generation (a branch dedicated to youth), and the Women In Logistics and Transport, (WiLAT), a branch dedicated to promoting the interest of women in an otherwise male dominated profession. CILT has members working in over 100 countries worldwide.

The election of Chief Teete OWUSU-NORTEY as head of CILT International comes as no surprise. A recognized expert in the supply chain business in Ghana and beyond, he has contributed effectively to the development of the CILT Ghana branch, where he has been active for over twenty years. A fervent supporter of associative life, he was previously International Vice President in charge of Africa and President of the CILT Africa Forum. Since 2019, he has been Special Advisor

to the Council of Trustees of CILT International, the Institution's. In 2012, Chief Teete OWUSU-NORTEY was awarded the Pegasus Prize by Her Royal Highness Princess Anne in recognition of his long and distinguished service to the Institute. This is the first time the prize has been awarded to an individual since 1919. He has a proven track record of global leadership and, as a specialist in advertising and communications for over twenty years, has experience of successful brand promotion on an international scale.



Chief Teete OWUSU-NORTEY with Jean Noel N'GOUAN, Vice-President CILT CI

Committed to the implementation of CILT in French-speaking countries, Chief Teete OWUSU-NORTEY supported the launch of the first French-speaking branches worldwide - CILT Cameroon and CILT Cote d'Ivoire - at which he was present in person.

It is not uncommon to meet Chief Teete OWUSU-NORTEY at pan-African meetings, lending a hand to participants in need of information, giving a hand to the organizers, and the next minute being called upon to deliver a far-reaching speech.

What a Chief Teete OWUSU-NORTEY! When you ask him what his secret is for achieving so much success and self-sacrifice in the roles assigned to him, he answers: No excuses.

No Excuses, meaning that you cannot just sit back and stare at unachieved goals, you must give yourself the



Chief Teete OWUSU-NORTEY with Mme Carine TOURE YEMITIA, President CILT CI

means to achieve them. No excuses to say that we need to be highly agile in our personal and professional organization to meet the expectations of our various responsibilities. No excuses for the fact that we must keep learning and wor-

king to get to the top one day. Currently, Chief Teete OWUSU-NORTEY is the CEO of Yetron Services, an integrated marketing company and Logistics Movers

Par Jean Noel N'GOUAN, CMILT. / Vice-President CILT Côte d'Ivoire

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South Africa To Launch The Start Of Its Preferential Trade Under The African Continental Free Trade Agreement (AfCFTA) In Durban On Wednesday 31 January

Trade under the new preferences set out in the African Continental Free Trade Agreement (AfCFTA) will be launched by President Cyril Ramaphosa and the Minister of Trade, Industry and Competition of South Africa, Ebrahim Patel on Wednesday 31 January 2024 at Pier 1 in Durban. This follows the publication on Friday 26 January in the Government Gazette of the terms under which South Africa will participate in the new free trade agreement.... [lire la suite](#)

The 71st International Conference And Exhibition Of Aci-Africa Under The Theme: “Airports: Engines Of Social, Economic And Sustainable Growth.”

The Egyptian capital will host the 71st International Conference and Exhibition of the Airports Council International – Africa Region ‘ACI-Africa,’ from February 24 to March 1, 2024. The event is organized by the Holding Company for Airports and Air Navigation, one of the companies affiliated with the Ministry of Civil Aviation of Egypt.... [lire la suite](#)



Roam Secures Us\$24m In Funding To Accelerate Electric Mobility Solutions In Africa

Kenyan-based electric mobility pioneer, Roam, is accelerating its mission to revolutionise transportation in Africa after securing US\$24 million in equity and debt. The Series A funding round was led by Equator Africa and includes investments from At One Ventures, TES Ventures, Renew Capital, The World We Want, and One Small Planet, among other



prominent private and institutional investors. Additionally, through the International Development Finance Corporation (DFC), the U.S. Government committed to provide Roam with an up to US\$10 million debt facility.... [lire la suite](#)

Commerce : Pan African Payment And Settlement System (Papss) Expands Into North Africa As Banque Centrale De Tunisie Becomes Thirteenth Member

The Pan African Payment and Settlement System (PAPSS) is proud to announce the entry of Banque Centrale de Tunisie (BCT) into its network as its thirteenth Central Bank member, further strengthening its commitment to promoting seamless cross-border payment services and enhancing financial integration across the African continent..... [Lire plus](#)



Benin: Minister José Tonato Visits The Port Of Cotonou To Inspect Dredging Work

On Saturday 17 February 2024, Mr José Tonato, Benin’s Minister for the Environment and Transport, in charge of Sustainable Development, visited the Port of Cotonou as part of his monitoring of the port’s renovation work, in particular the maintenance dredging work currently underway. Accompanied by Mr Bart VAN EENOO, Director General of PAC, Mrs Sandrine Plateau, Belgium’s Ambassador to Benin, and a number of executives, the Minister was able to see and appreciate the dredging process through the ship’s system, the navigation operation of the dredger and the exploration of the engine and pump room... [Lire plus](#)

The Port of Abidjan welcomes the CMA CGM ‘Scandola’, a container ship powered by liquefied natural gas

Thursday 1 February 2024 will go down in the history of the Port of Abidjan, which welcomed for the first time the CMA CGM “Scandola”, a container ship powered by Liquefied Natural Gas (LNG).

The CMA CGM “Scandola”, with its imposing dimensions of 366 m long and 51.11 m wide and a capacity of 14,800 TEU, operates on CMA CGM’s West Africa Express (WAX) service, linking West Africa directly



with China, South-East Asia and India. The berthing of this natural fuel container ship at the Port of Abidjan is perfectly in line with the managerial vision of the Director General.... [lire la suite](#)



African Maritime Cabotage: A Lever for Economic Independence and Development in Africa

Maritime transport is the main means of transporting goods to and from African countries with a coastline. These goods, whatever their characteristics, volumes or sizes, are transported by ships belonging to large foreign shipping companies that serve African ports. This dependence on foreign shipping companies, which have the means and the transport capacity for intra-African transport, raises a number of concerns, in particular: the autonomy and economic sovereignty of African countries, regional connectivity, high transport costs, long transport times, and so on.

In order to remedy these problems, it is imperative that an African Maritime Cabotage

(AMC) system be put in place.

In the early days of navigation, cabotage was the safest way for ancient sailors to go from port to port without losing sight of the coast (<https://leshorizons.net/cabotage/>).

Maritime cabotage, also known as **Short Sea Shipping (SSS)** takes place along the coast of a continent or between islands.

According to the EU, **Short Sea Shipping** is defined as “the movement of cargo and passengers by sea, between ports situated in geographical Europe or between those ports and ports situated in non European countries having a coastline on the enclosed seas bordering”. Moreover, Short

Sea Shipping activity includes “the domestic and international maritime transport, including feeder services along the coast, to and from the islands, rivers and lakes. The concept of short sea shipping also extends to maritime transport between the Member States of the Union and Norway and Iceland and other States on the Baltic Sea, the Black Sea and the Mediterranean.” (<https://www.short-sea.gr/en/nma/>)

In Africa, however, the concept remains non-existent. In this article, the author attempts to sketch out a definition of African Maritime Cabotage (AMC) as «the carriage of goods and passengers by sea between ports located in the same African country, within an African

sub-region, an African region or the African continent, not forgetting the African islands».

Although this African Maritime Cabotage system does not yet exist, it is of crucial importance for intra-African trade and Africa's economic growth.

Africa's share in world trade stands at about 3% on average, while intra-African trade averages around 10 percent of Africa's total trade. (2050 Africa's Integrated Maritime Strategy (2050 AIM Strategy®) - AU, Version 1.0, 2012)

The introduction of African Maritime Cabotage would have many advantages for the continent, including job creation, development of our maritime economy, economic independence, additional sources of revenue for governments, attractive (low) transport costs for shippers, etc.

JOB CREATION

The introduction of African Maritime Cabotage would create a large number of jobs, both in the maritime transport sector and in related activities such as shipbuilding and repair, insurance and brokerage, etc. The jobs thus created would help to reduce unemployment and strengthen the skilled labour force in Africa. The jobs thus created would help to reduce unemployment and stren-

gthen the skilled workforce in Africa.

DEVELOPING THE MARITIME ECONOMY

Setting up an African Maritime Cabotage would encourage the construction and development of African shipyards, which are virtually non-existent, and an African naval fleet

African owned ships account for about 1.2% of world shipping by number and about 0.9% by gross tonnage. (2050 Africa's Integrated Maritime Strategy (2050 AIM Strategy®) - AU, Version 1.0, 2012)

Shipyards and ships are not the only SSS-related activities that would promote the development of our maritime economy. Their contribution to the turnover of the insurance, brokerage and transit sectors, for example, will also promote the development of our maritime economy.

ECONOMIC INDEPENDENCE

By reducing dependence on foreign shipping companies, the AMC would strengthen the economic independence of African countries, enabling them to take autonomous decisions on trade and transport.

ADDITIONAL SOURCES OF REVENUE FOR GOVERNMENTS

African Maritime Cabotage would generate additional revenue for governments. Taxes, customs duties, port dues, fees for port and maritime services, and other sources of revenue would contribute to public finances, strengthening the ability of states to invest in development projects.

ATTRACTIVE (LOW) TRANSPORT COSTS

African Maritime Cabotage would reduce transport costs for shippers, making trade more affordable and competitive. This would encourage trade and economic growth.

RESPECT FOR THE ENVIRONMENT

Maritime cabotage is considered to be environmentally friendly, as it would reduce pressure on land-based infrastructures and mitigate greenhouse gas emissions. In addition, the introduction of the AMC could encourage the construction and development of African fleets with environmentally-friendly ships using environmentally-friendly propulsion technologies, such as diesel or electric propulsion.

The African Maritime Cabotage system would also facilitate connectivity between African nations, stimulate economic development and consolidate trade relations across the continent.



CONCLUSION

In conclusion, African Maritime Cabotage represents a significant opportunity for Africa. By promoting job creation, the development of the maritime economy, economic independence, revenue for governments, competitive transport costs and respect for the environment, this system is crucial to the continent's development. The AMC would also facilitate

connectivity between African nations, stimulate economic development, and consolidate trade relations across the continent. The establishment of such a system is imperative for Africa's future and the realisation of its full economic potential.

This article originally published on the World Maritime Academy website : <https://e-wma.com/our-blog/>



*By Pascaline Odoubourou,
Port and Maritime
Management Specialist -
Founder of Maritimafrika*



Vehicle Fleet Management: Choosing the Type of Transport Vehicle

The transport vehicle is one of the five (5) essential elements of Fleet Management. In addition to the goods or people to be transported and the transportation route, three constraints will help finalize and validate the choice of vehicle type to be used. These constraints are technical, administrative, and logistical in nature.

Technical constraints relate to:

- *Tire condition and the presence of spare tires*
- *Lighting system*
- *Battery and oil filter*
- *Sound signaling*
- *Presence of safety equipment on board (safety*

triangle, fire extinguishers)

- *Presence of first aid equipment.*

These are some of the technical elements that can be easily checked.

Administrative constraints include:

- *Vehicle documents*
- *Vehicle marking and labeling*
- *Driver's documents*
- *Cargo documents*

Logistical constraints imply the vehicle's refueling. These

also refer to the integration of consumable stock management under the responsibility of the Fleet Manager.»



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Effective Monitoring of Import–Export Operations

Tip 1: Maintaining a Shipment Tracking Spreadsheet

The shipment tracking spreadsheet is crucial for effectively managing import-export operations. The usual tool used is Microsoft Excel. Two sheets will be necessary, one for import and the other for export. The important information to consider includes:

• For Import (Maritime):

- File number
- Name of the forwarding agent handling the file
- Port of origin
- Shipper's name
- Container numbers (optional)
- Bill of Lading (BL) number
- Date of Final Delivery Instruction (FDI)
- Date of Ready for Customs Verification (RFCV)

- Vessel name
- Estimated Time of Arrival (ETA)
- Delivery date
- Return of empty containers
- Comments, etc.

• For Export (Maritime):

- File number
- Name of the forwarding agent handling the file
- Booking number
- Port of destination
- Consignee's name
- Container numbers
- Date of container positioning
- Vessel name
- Estimated Time of Departure (ETD)
- Number and Date of final BL
- Net weight/Gross weight per container
- Comments, etc.»

Tip 2: Daily Verification of ETD (for Export) and ETA (for Import) of the Vessel

Having a precise and timely idea of the Estimated Time of Departure (ETD) or Estimated Time of Arrival (ETA) of the vessel helps us better coordinate operations.

For Import, this allows us to:

- If the estimated arrival date of the vessel is advanced, process the file urgently.
- Update the estimated delivery date and inform the various stakeholders (client or procurement/production department of their company or management).
- Estimate potential additional costs and inform the various stakeholders (client or procurement department or management).

For Export, this allows us to:

- Better analyze the feasibility of the operation on the said vessel, taking into account the closing date and closing gate.
- Inform the concerned parties if a change of vessel is necessary so that everyone can make arrangements.
- Also estimate potential additional costs and inform the various stakeholders (client or procurement department or management).

Below is a website to check the real-time position (approximately) of a vessel, in addition to the maritime company's website: <https://www.marinetraffic.com/>

Logistics Glossary:

- ETA: Estimated Time of Arrival
- ETD: Estimated Time of Departure
- Closing date: Deadline for submitting customs documents to the maritime company for a given

vessel.

- Closing gate: Deadline for submitting full containers for export at the terminal for a given vessel.

Tip 3: Define/Know Precise Terms and Procedures with Different Stakeholders

As a logistics coordinator, it is important even before the start of operations to define (or know) precise terms and procedures so that operations are not impacted later.

For Export, this could include:

- Finding out how long the chosen maritime company takes to confirm a booking request (24 hours? 48 hours? or other).
- Defining with the carrier the notification deadline for positioning (48 hours? 72 hours? or other).
- Negotiating the free time for truck parking during positioning (24 hours? 48 hours? or other).
- Determining the time required for the authorized customs broker to complete export customs formalities, in order to anticipate and provide documentation (export invoice, with actual weights and packing list) on time.»

For imports, this involves:

- Defining with the exporter the deadline by which we wish to receive the shipping documents, invoice, and Bill of Lading (BL), for example, to avoid being still at the RFCV or even FDI phase upon arrival of the vessel, which would certainly incur additional costs.
- Negotiating the time required by the customs broker when all documentation is ready to complete import customs formalities and deliver the containers.

Focus: Effective Monitoring of Import–Export Operations

- Determining with the authorized customs broker whether pre-financing is required based on the control issue, as is the case for some files.
- Informing the carrier (who sometimes operates on behalf of the authorized customs broker) of the precise opening hours of the store or warehouse for container delivery or goods (in the case of consolidation, for example).

Note: In both cases, it is essential to have quotations from various service providers and, above all, to define payment terms well to ensure that operations are not blocked due to non-payment, for example... to be continued.»



By Romaric KOUADIO - Logistics Manager

LOGIS-T Online Library



Transport - Logistic - Supply chain - Trade

Reports - Books - Charters - Regulations - Agreements - Thesis

Associations News

L'ASSOCIATION DES DIPLOMÉS INGENIEURS EN LOGISTIQUE & TRANSPORTS
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SALON DE LA SUPPLY CHAIN
2023 DU 23 AU 25 NOV.
Université Félix Houphouët Boigny

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JOURNÉE DES MÉTIERS
Édition 2024

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WOMEN IN LOGISTICS AFRICA

À LA DÉCOUVERTE DES MÉTIERS DE LA SUPPLY CHAIN

Présenté par Women in Logistics Africa (WILA GABON) aux étudiants de EM-GABON

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ENTRÉE GRATUITE

f in @

The ILT 25th Anniversary Gala Dinner at the Radisson Blu Hotel in Abidjan



The 2023 Senior ILT Gala Dinner spectacularly marked the grand conclusion of the 25th-anniversary celebrations of the ILT cycle at INP-HB. Carefully organized by the alumni network, this event, themed around gratitude, recognition, and solidarity, showcased the achievements of the ILT cycle, the dynamism of the Senior ILT, and the significance of logistics and transportation in the professional landscape of Côte d'Ivoire and beyond





Le Dîner
ILT 25 ans

MERCI
À TOUS NOS SPONSORS & PARTENAIRES !

Supply Chain Trade show hosted by CILT Côte d'Ivoire : 23 to 25 November 2023,



From November 23 to 25, 2023, the first edition of the SUPPLY CHAIN EXHIBITION 2023 took place in Abidjan, organized by CILT CI - (The Chartered Institute of Logistics and Transport Côte d'Ivoire). It was also the official launch of CILT CI - an exciting chapter for the future of logistics in Côte d'Ivoire.

The event welcomed over 6,000 visitors who engaged in rich discussions, knowledge-sharing, and the establishment of valuable connections in the field of logistics and transportation.

Experience in images this significant event that opens new chapters in the supply chain sector in Africa and in Côte d'Ivoire











WILA – Gabon: Discovering Careers in Supply Chain



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 **08H-11H**
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ENTRÉE
GRATUITE



On Saturday, February 3, 2024, WILA-GABON met with undergraduate and Master's students majoring in Transport-Logistics and Customs-Transit at the Gabon School of Management. The objectives of the meeting were:

1-To raise awareness among students about the various careers in Supply Chain.

2-To address and provide answers to the students' questions regarding their future career paths.

3-To debunk stereotypes about the employability of women in the Supply Chain sector.

It is always gratifying, at the end of the workshop, to see the interest and satisfaction reflected on the faces of the learners. Special thanks to the Founder, Mr. Idiata, the Director of the Business School, Dr. Marina Esmédard Matoungou, the technical teams, and the students for the warm welcome extended to us - WILA Gabon.



WILA – Cameroon: Trades Day Edition 2024



On Saturday, February 3, 2024, Women In Logistics - Africa (WILA) in Cameroon participated in the Trades Day organized by the alumni of Collège Libermann in Douala.

It was a wonderful opportunity to enlighten young individuals aspiring to pursue a career in the supply chain/logistics field, allowing them to discover operational concepts, the pros and cons

of the logistics sector, and most importantly, to benefit from shared professional experiences, aiming to inspire vocations.

We express our gratitude to Prof. André MBOULÈ and the technical organizing committee for allowing #WILA_Cameroon to fulfill its mission and commitment.

WILA Cameroun



The Impact of Digital Disruption on Purchasing/ Procurement

The term digital disruption resonates now in the business world as a true revolution. While digital technologies continue to transform our daily lives, their impact on businesses is even more profound and transformative. Among the many business functions affected by this revolution, purchasing and procurement play a central role.

In this article, we will explore the impact of digital disruption on the field of purchasing and procurement. We will delve into the world of emerging

technologies to discover how they fundamentally transform the way businesses manage their purchases and supply chains.

As we advance into the digital era, understanding these changes becomes essential to remain competitive in the global market. Join us in this exploration of the challenges and opportunities presented by digital disruption in the field of purchasing and procurement.

Impact of Digital Disruption on Purchasing and Procurement

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The impact of digital disruption on purchasing and procurement is profound and transformative. As companies embrace new technologies and rethink their processes, this key function of business operations undergoes significant changes. In this article, we will explore in detail how digital disruption influences purchasing and procurement, highlighting key trends, benefits, and challenges that arise from it.

Automation of Purchase Processes

One of the main advancements is the automation of purchase processes. Companies are increasingly leveraging artificial intelligence to streamline repetitive tasks such as inventory management, order placement, and contract management. This automation helps reduce human errors, speed up processes, and free up procurement professionals to focus on more strategic tasks.

Enhancement of Supply Chain Visibility

Digital disruption also brings about improved visibility in the supply chain. Technologies such as blockchain enable seamless product tracing throughout the chain, reducing the risks of fraud and errors. Moreover, the Internet of Things (IoT) is utilized for

real-time monitoring of stock and equipment conditions, allowing for proactive management.

Transformation of Supplier Relationships

Supplier relationships are undergoing a transformation. Digital platforms enable real-time collaboration, from contract negotiation to daily communication. Data is used to objectively assess supplier performance, fostering healthy competition and enhancing the quality of products and services.

Impact on Purchase Decisions

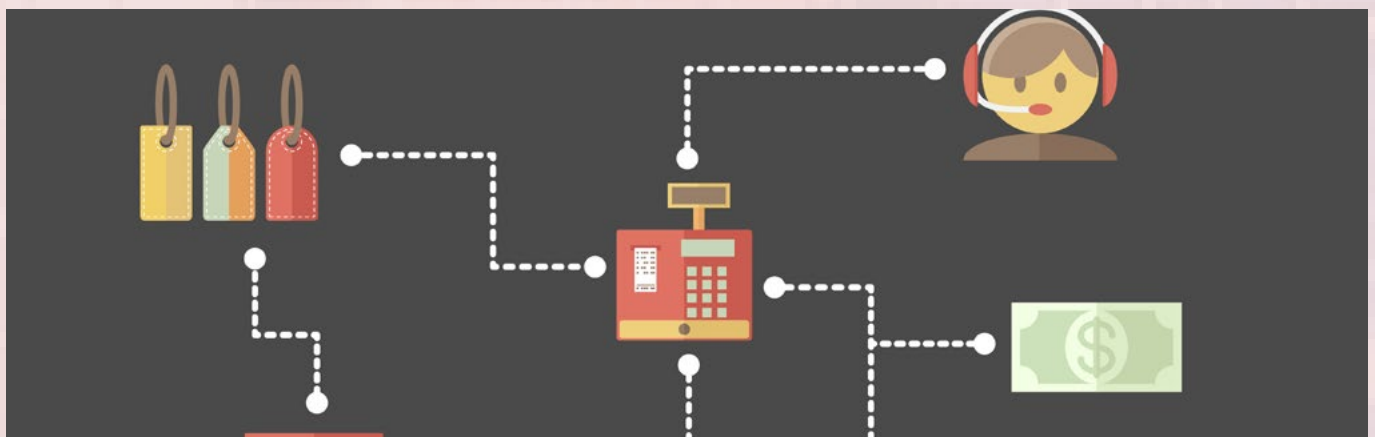
Purchase decisions are increasingly informed by data analysis. Companies use data to assess market trends, optimize costs, and make informed decisions about suppliers. Electronic auctions and online procu-

rement platforms have become common to secure the best prices.

Sustainability and Corporate Social Responsibility (CSR)

Digital disruption also emphasizes sustainability and corporate social responsibility. Digital data enables tracking sustainable practices throughout the supply chain, from manufacturing to delivery. Consumers and investors increasingly demand that companies be accountable for their CSR efforts.

However, digital disruption does not come without challenges. Companies must face resistance to change, cybersecurity issues, and the need to train their staff in the use of these new technologies.



The Challenges of Digital Disruption

The transition to digital processes can be a delicate period for procurement and supply chain management teams. The adoption of new technologies and automated processes can be challenging for staff, leading to resistance to change. To overcome this challenge, companies must invest in training and awareness to help their staff adapt to new ways of working.

As data becomes more digitized and accessible online, companies are exposed to increased cybersecurity risks. Cyberattacks can disrupt procurement operations and compromise the security of sensitive data, including supplier information and contracts. Implementing robust security measures is essential to address this challenge.

Digital technologies evolve rapidly, and procurement professionals must constantly update their skills to remain relevant. Yet, the need for training and skill acquisition is often underestimated. Companies must invest in training their staff to ensure they can effectively use digital tools and technologies.

The technological landscape is vast, with many different solutions available for procurement and supply chain management. Choosing the right technologies

and seamlessly integrating them into existing processes can be complex. Strategic planning and careful assessment of needs are crucial to address this challenge.

The transition to digital processes can be a sensitive period. Change management must be carefully orchestrated to minimize operational disruptions during the implementation of new technologies. Companies need to develop robust transition plans to manage this process effectively.

Case Studies

To concretely illustrate the impact of digital disruption on procurement and supply chain management, let's examine two case studies of large companies that have successfully adopted digital technologies to improve their operations.

Case Study 1: Amazon

Amazon, the e-commerce giant, has revolutionized procurement and supply chain management through its digital platform. The company uses advanced algorithms to predict customer demand and optimize its inventory in real-time. With automated warehouses and robots, Amazon can efficiently process orders and ensure swift delivery. The platform also allows third-party suppliers to sell their products, creating a diverse supplier ecosystem. Ama-

zon also employs machine learning to recommend products to customers and enhance the shopping experience.

Case Study 2: Procter & Gamble (P&G)

Procter & Gamble, a major consumer goods company, has implemented a digital platform to manage its purchasing and procurement. Utilizing advanced data analytics tools, P&G can monitor its suppliers' stocks in real-time and detect market trends. The company also collaborates closely with its suppliers through an online communication platform, enabling more efficient contract management and cost reduction. Furthermore, P&G has invested in the digital traceability of its products, ensuring quality and safety throughout the supply chain.

«The management of change must be carefully orchestrated to minimize operational disruptions during the implementation of new technologies.»

These two case studies illustrate how leading companies use digital disruption to transform their purchasing and procurement operations. Through automation, increased supply chain visibility, and digital collaboration with suppliers, they can enhance efficiency, transparency, and the quality of their processes, resulting in improved customer satisfaction and strengthened competitive positions.

Conclusion

Digital disruption has a profound impact on purchasing and procurement in the business world. This radical transformation is fueled by

the adoption of advanced technologies such as automation, data analytics, and network connectivity. The benefits of this disruption are numerous, including enhanced operational efficiency, cost reduction, informed decision-making, and improved product and service quality.

However, the transition to digital disruption is not without challenges. Resistance to change, cybersecurity concerns, the need for continuous training, the complexity of technological choices, transition management, and initial costs are challenges to overcome. Companies must be prepared to invest in staff training,

implement robust security measures, and carefully plan their transition to digital processes.

Ultimately, digital disruption provides unprecedented opportunities for purchasing and procurement professionals to transform their operations and create value for their companies. By adopting a strategic approach, overcoming challenges, and continually adapting to technological advancements, companies can thrive in an increasingly digital business environment. The key to success lies in the ability to balance the benefits of digital disruption with effective management of its challenges.

Gil-christ Jéhovani ABA
Logistics Specialist
E-Logistics Expert



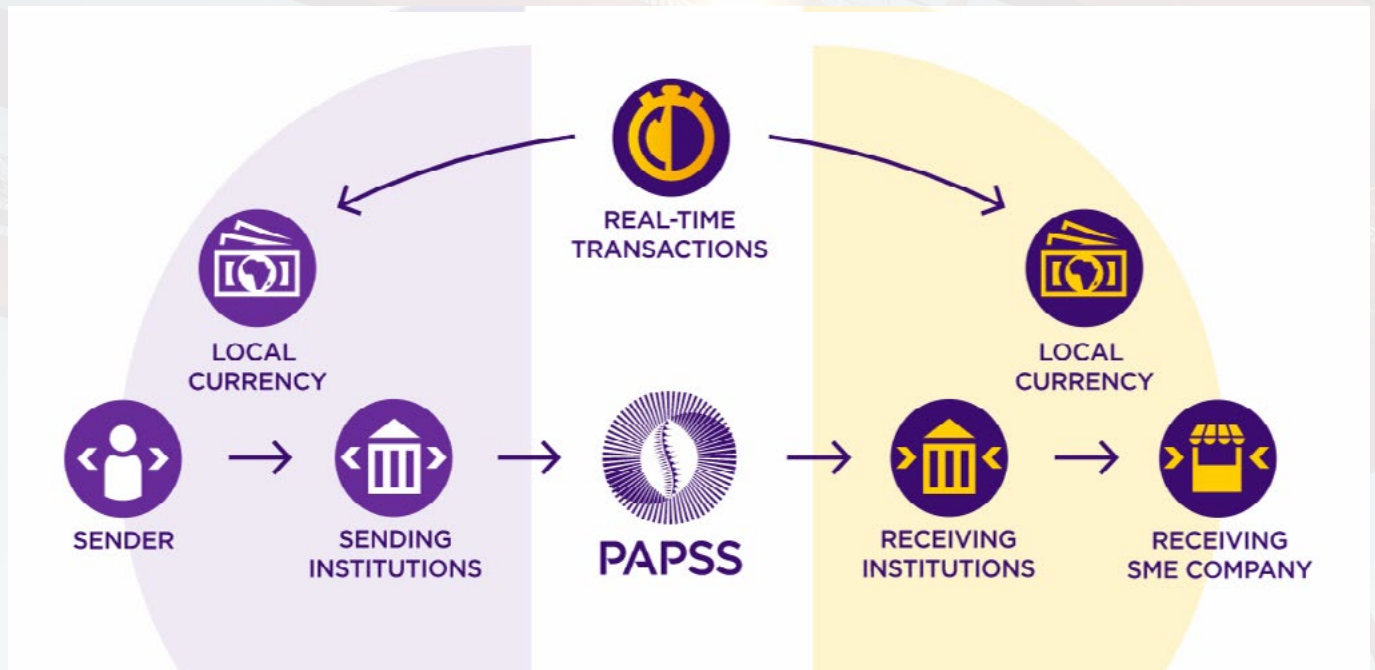
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Gilogistique

La logistique autrement

Do you know about PAPSS: the Pan–African Payment and Settlement System?



«PAPSS (Pan-African Payment and Settlement System) est une infrastructure de marché financier transfrontalière permettant des transactions de paiement à travers l’Afrique.

Advantages of PAPSS

PAPSS aims to address historical challenges related to cross-border payments in Africa by providing added value through a common African market infrastructure for all stakeholders, including governments, banks, payment service providers, businesses, small enterprises, and individuals.

What PAPSS Represents for «Participants»

Commercial banks, payment service providers, and other financial intermediaries using PAPSS benefit from:

- A streamlined process that reduces costs and complexity of foreign exchange operations for cross-border transactions between African markets
- Instant and secure cross-border payment capability to their clients across Africa
- A platform that fosters innovation in cross-border trade and access to new African markets.

What PAPSS Represents for African Markets

Governments and central bank partners of PAPSS benefit from:

- Relief of pressure on current accounts and demands for foreign currency liquidity
- Increased transparency of cross-border business activity, enabling better monitoring of cross-border transactions and potential revenue generation
- Improved opportunities for financial inclusion and increased economic growth through intra-African trade.»

What PAPSS Represents for Clients

Businesses, SMEs, and individuals benefit from:

- Instant/quasi-instant payments during cross-border transactions, without the need to worry about currency conversion
- Improved working capital due to payment certainty and transaction speed
- Access to various payment facilitation options through a growing network of financial intermediaries.

How PAPSS Works?

PAPSS enables instant or quasi-instant fund transfers between originators in one African country and beneficiaries in another.

How Does PAPSS Work?

To enable instant payments in local currencies across African borders, PAPSS relies on three fundamental processes: instant payment, prefunding, and net settlement.

How Instant Payments Work?

With instant payment, participants no longer need to convert local currencies into strong currencies, which previously involved funds leaving Africa

for conversion before being returned to the beneficiary's bank, adding days to the transaction time. Additionally, compliance checks, legal verifications, and sanctions checks are performed instantly within the system. The quasi-instant payment process is completed within 120 seconds.

1- An originator initiates a payment order in their local currency with their bank or payment service provider.

2- The payment order is sent to PAPSS.

3- PAPSS performs all necessary validation checks on the payment order.

4- The payment order is transmitted to the beneficiary's bank or payment service provider.

5- The beneficiary's bank releases the funds to the beneficiary in their local currency.

How Prefunding Works

Due to the speed of the real-time payment process, PAPSS must ensure that funds are available to complete the originator's transaction before moving debits and credits between Participants' accounts. Therefore, Participants must agree to a prefunding arrangement.

1- The Direct Participant issues credit instructions to the RTGS Settlement account (Central Bank).

2- The RTGS credits the prefunded account of the Direct Participant and informs PAPSS.

3- PAPSS credits the clearing account of the Direct Participant.

4- Indirect Participants benefit from Sponsorship Agreements to issue funding instructions via Direct Participants.

Direct Participants connect directly to PAPSS and the Real-Time Gross Settlement (RTGS) systems of central banks in the prefunding process. Participants without RTGS accounts – Indirect Participants – can fund or withdraw from their clearing accounts on PAPSS with the assistance of a Direct Participant providing the required liquidity.

Notifications are transmitted via the ISO 20022 messaging standard, informing PAPSS, Participants, and the RTGS of the status of each step of the transaction.»

How Settlement Works

PAPSS must ensure swift settlement within 24 hours. Net settlement among all participating central banks occurs daily at the same time, at 11:00 AM UTC.

As with the prefunding process, notifications are made through an ISO 20022 messaging system, which notifies PAPSS, Participants, and the RTGS of the status of each step of the transaction.

PAPSS Services Basic Service

The core service of PAPSS is provided by the PAPSS Instant Payment System (PIP™), supporting real-time payment of large and small amounts and connectivity of banks and payment service providers.

Key Features of PAPSS Instant Payment

- Instant and irrevocable credits to customers' accounts
- Immediate confirmation to the originator and beneficiary
- 24/7 availability, 365 days a year
- ISO 20022 international messaging standard enabling interoperability, high data volumes,

and data-rich information on payments and fund transfers.

- Secure infrastructure, incorporating cybersecurity and fraud prevention mechanisms, enhanced by behavioral analysis and machine learning capabilities.

Additional Services

Additional and optional services targeting different clients that Participants can leverage to offer services to their customers.

• Request to Pay (R2P)

This involves enabling banks and other financial institutions to provide cross-border direct debit payment services to their customers (large enterprises, cooperative societies, service providers, etc.), facilitating billing, and real-time fund collection.

Debits will be aggregated through a central cross-border direct debit mandate management system, collected when payments are due, and transmitted to the instant credit system for clearing and settlement.

• Trust Deposit Service

A secure and safeguarded arrangement for commercial banks and others, where funds required for completing a transaction are entrusted to PAPSS custody until the transaction is completed, providing increased protection for buyers and sellers conducting transactions, and also regulating payments.

• Funds Transfer Service

Low-cost intra-Africa fund transfer services with immediate fund availability to the beneficiary, either through a bank account, virtual wallet, or cash withdrawal, as regulations permit.

• Proxy Addressing

A service that allows the use of an alias such as an email, national ID, phone number, etc., to send and receive payments via PAPSS.

• Sanctions Screening

A service that verifies transactions by comparing them to databases such as the UN Sanctions List, OFAC, etc.»

source : <https://papss.com/>



Succeeding in the African Supply Chain: The 5 Qualities that Make a Difference

5 Essential Qualities that Will Make You the Logistics Pro Everyone Seeks!

Adaptability to Cultural Diversity

In a world where every day is a new adventure, navigating through cultures is the key to success. Pros who excel in the African supply chain understand how to adapt to cultural nuances, turning challenges into opportunities.

Strategic Thinking and Problem Solving

The African supply chain is a complex playing field. Strategic minds that can solve intri-

cate problems—from limited infrastructure to economic fluctuations—are the ones making their mark.

Sustainable Management Skills

Sustainability is not just a trend; it's an imperative. If you are willing to integrate sustainable practices, from green logistics to emissions reduction, your career will not only flourish but also endure.

Excellent Communication Skills

In the supply chain, communication is king. If you can build strong relationships, ma-

nage teams adeptly, and ensure seamless coordination, then you are ready to reign over the supply chain.

Customer Orientation and Service Quality

The customer is king, even in logistics. By focusing on customer satisfaction and service quality, you not only retain clients but also forge lasting partnerships.

If you are ready to tackle these challenges with style, you are prepared for a career that knows no bounds. Join the African supply chain revolution and make a difference!»

Agility Emerging Markets Logistics Index 2024

The Agility Emerging Markets Logistics Index uses economic and trade data, social indicators and transport development to rank 50 emerging markets countries for their potential as logistics markets

- 1-Egypt (20),*
- 2-Morocco (22),*
- 3-South Africa (24),*
- 4-Kenya (25),*
- 5-Ghana (31),*
- 6-Nigeria (36),*
- 7-Tunisia (37),*
- 8-Tanzania (41),*
- 9-Algeria (42),*
- 10-Ouganda (43),*
- 11-Ethiopia (45),*
- 12-Mozambique (46),*
- 13-Angola (47),*
- 14- Libya (50).*

LOGIS-T WOMEN #3



The Voice of
WOMEN
 in Logistics
 and Transport
 in Africa

La voix des
FEMMES
 dans la logistique
 et le transport
 en Afrique

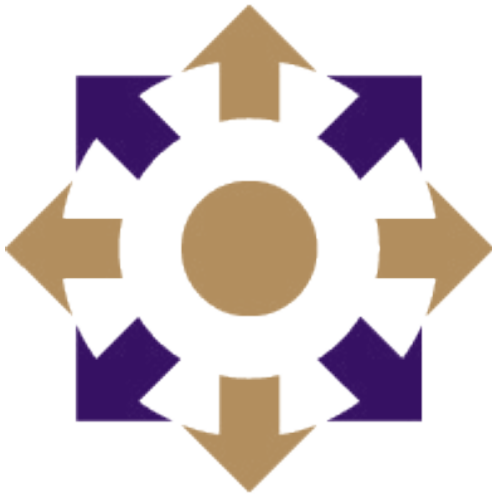
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CILT CÔTE D'IVOIRE



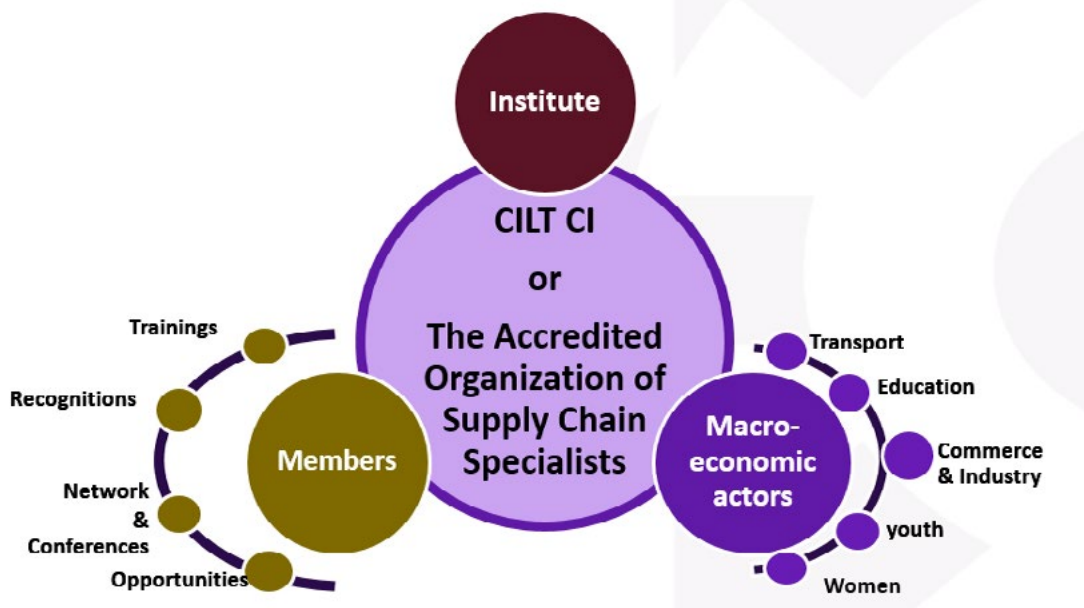
The Chartered Institute of Logistics and Transport

CILT CI, The Chartered Institute of Logistics and Transport Cote d'Ivoire, the association of all supply chain specialists in Cote d'Ivoire, is the local representation of CILT International, which aims to establish itself as the primary platform for development and investment in the trans-

port, logistics, and supply chain sector. We emphasize that CILT is a century-old association established in 1919 in the United Kingdom and present in more than thirty (30) countries worldwide, with a network comprising over thirty thousand (30,000) members.



CILT CI Strategic Pillars 2023 -2026





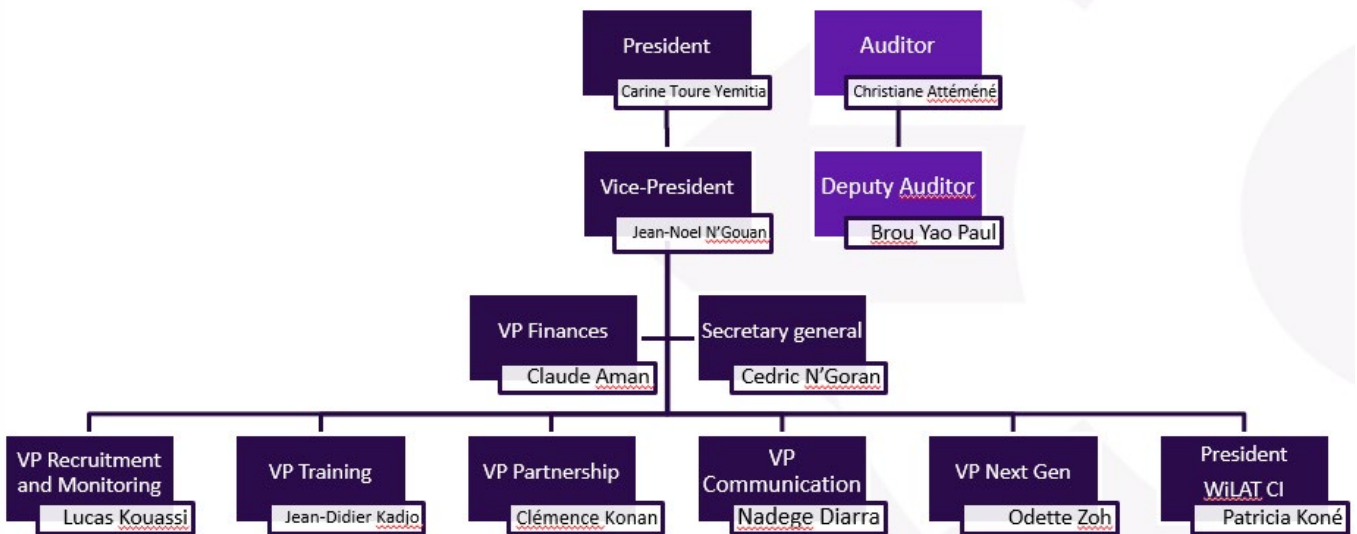
CILT CI Priorities 2023-2026

1. Professional Development	2. Organizational Development	3. Member Engagement	4. Industry Advocacy
<ul style="list-style-type: none"> • Short-term CPD courses • Long-term diploma and advanced diploma courses • National and international awards • Conferences • Employment and business opportunities 	<ul style="list-style-type: none"> • Individual member recruitment across all sectors, levels, genders, and ages • Corporate member recruitment • Communication: Magazine, Website, Social media pages 	<ul style="list-style-type: none"> • Active participation in activities • Promotion of the organization 	<ul style="list-style-type: none"> • Integration into technical committees • Establishment of the flagship brand «Supply Chain Exhibition in CI» • Launch of Excellence Awards in Supply Chain



ORG CHART - Executive Bureau and Audit Committee of CILT CI

12 members (06 women+ 06 men)



The Executive Board of CILT CI



Mme Carine Toure Yemitia / Regional Procurement Manager West and Central Africa - FIDA
CILT CI - President



M. Jean-Noel N'Gouan / Supply Chain Director - IDC West Africa
CILT CI - Vice President General



M. Claude Aman
Director General - Africa Global Logistics Ghana
CILT CI - VP Finances



M. Cedric N'Goran
Managing Partner
Data Strategy Group (Microsoft Partner)
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CILT CI - VP Recruitment and Monitoring



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Member of the AfCFTA Appellate Body
CILT CI - VP Partnership



Mme Nadege Diarra
Commercial Director
SITARAIL
CILT CI - VP Communication



Mme Odette Zoh
Senior Supply chain Manager
Orange CI
CILT CI - VP Next Generation



Mme Patricia Koné
Head of Supply Chain Methods
Prosuma
CILT CI - WiLAT CI President



Mme Christiane Attéméné / CEO of CTLM (Mining Transit and Logistics Company)
CILT CI - Auditor



M. Paul Yao Brou
Director of Training, Communication, and Quality
General Directorate of Public Markets (DGMP)
CILT CI - Deputy Auditor

Transport in the African Union's Agenda 2063:

A strategy to deliver sustainable transport



A comprehensive strategy is required to ensure that transport facilitates economic growth and social development, enhances continental integration and enables Africa to participate effectively in the global economy. Themes for a strategy for sustainable transport have been identified by the African Ministers for Transport and encompass interconnectivity, transport costs and prices, transport institutions, safety and security, urban mobility and environmentally resilient transport.

4.1 Improving continental and regional connectivity

Closer integration of Africa requires appropriate transport links between and within regions, maintaining and developing transport networks, and strengthening transport links with the rest of the world.

Update PIDA plans to meet Africa's changing needs

PIDA plans need to be constantly updated to ensure that short- and medium-term projects in

the PIDA Priority Action Plan (PAP) remain relevant and affordable. Such reviews will assess progress and re-examine the underlying assumptions on project costs, financial planning and other macroeconomic externalities that influence transport priorities and plans. In this way, PIDA updates will be coherent with REC masterplans, consistent with the PIDA strategic framework and meet new priorities as Africa's needs evolve.

Sustain maintenance, accelerate upgrading, and build the missing links

Road networks throughout the continent must be maintained and upgraded to achieve the levels of connectivity needed to integrate Africa, its regions and its countries. This proposition has three implications for the 59,100 km of Trans-African Highway network. The first is to maintain approximately the one third of the network that is currently in good condition. The second is to rehabilitate approximately half of the network that is in poor condition. The third is to upgrade earth and gravel surface sections to paved standards, and to build the missing links estimated at approximately 4,300 km.

The nature and extent of this work calls for strategies and priorities that vary from region to region and country to country. For example, the Cairo-Dakar corridor is substantially complete, but the corridors through Central Africa require upgrading and construction of the missing links. However, achieving paved road standards in some low-income countries will strain over-stretched budgets and some form of staged construction will be necessary. Nevertheless, a motorable road in these countries will still contribute to continental and regional connectivity.

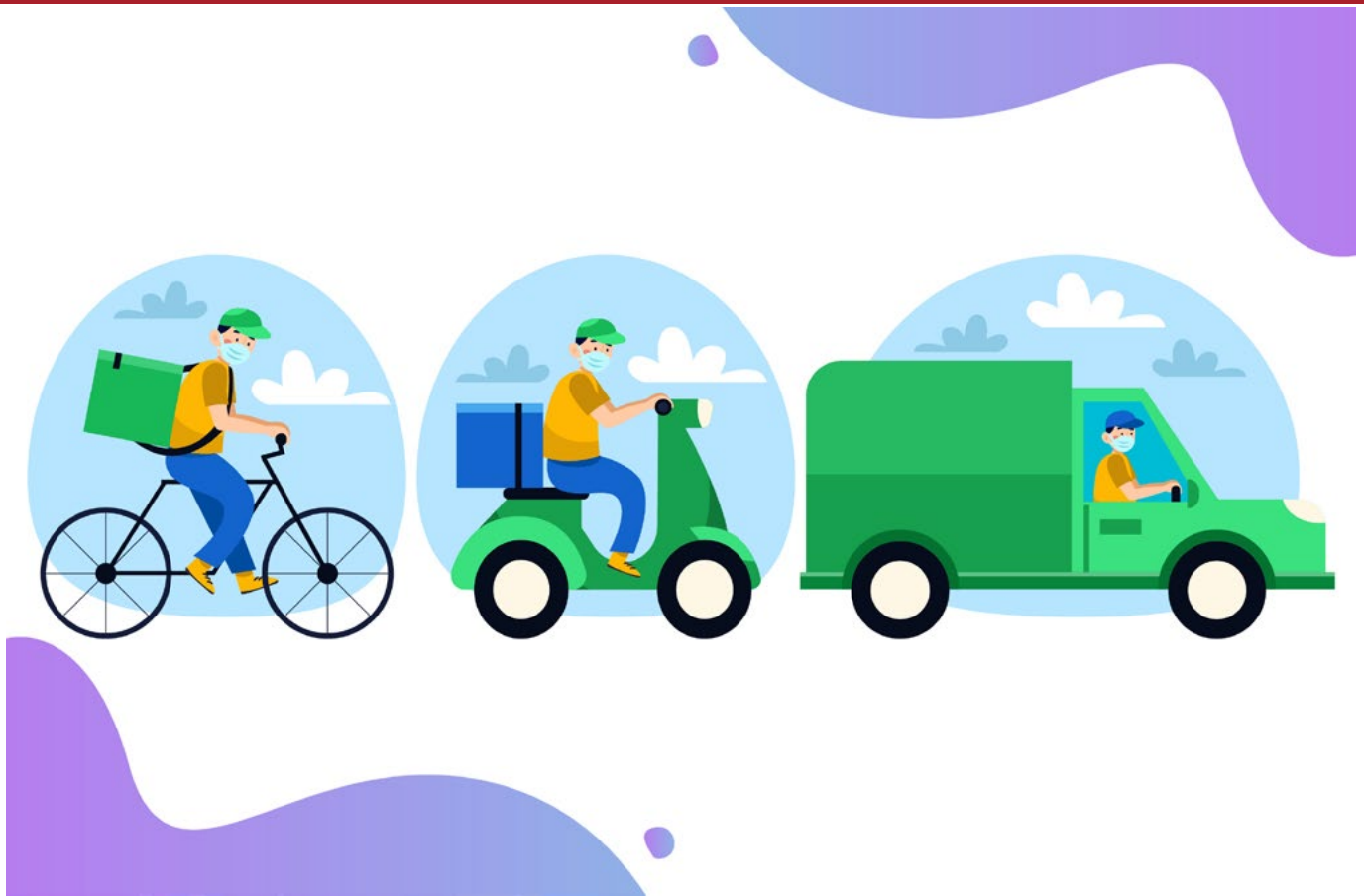
A similar strategy is required for national road networks that connect secondary towns and commercial areas to regional networks. All trunk, secondary and tertiary roads that are currently in good condition have to be maintained, and roads in a critical state need to be rehabilitated before they collapse and require reconstruction. Earth roads will need to be upgraded to a gravel surface, and where essential to an appropriate paved surface.

Rail connectivity is being scaled up under the African Integrated High Speed Train Network, an Agenda 2063 Flagship Project to link all African capitals and commercial centres. The first step in this visionary project is the high-speed rail line between Tangier and Kenitra in Morocco to be opened in 2018. This innovative project, an example of public-private financing, includes participation by EU and other international investors. In parallel, Africa's largely disconnected rail corridors need to be upgraded and linked in a continental network. This will require accelerating rehabilitation of the existing narrow gauge network to carry axle loads to accommodate modern rolling stock and thus to transport increasing goods volumes. Furthermore, interoperability of rail networks, many with different gauges, has to be im-

proved and appropriate transport interchange hubs upgraded or constructed. All these improvements will contribute to raising the PIDA target transport modal ratio to 30 % rail to 70 % road from the current 10 % rail to 90 % road.

Port interconnectivity will need to be improved in two directions, inwards to coastal and landlocked countries and outwards to Europe, India, Asia, Australia and Americas. Upgrading activities revolve primarily around the continued development of container terminals to cope with the rapidly changing trade and shipping patterns. It also requires coordinating investment in inland road and rail transit transport to handle the escalating container traffic, as well as upgrading

«...roads in a critical state need to be rehabilitated before they collapse and require reconstruction...»



ports that are major transshipment hubs. And, in regions without dedicated hub ports, designing a “hub and feeder” port network, at least for certain trade or vessels, could avoid over investment in several parallel corridors.

Lakeside quays and associated onshore infrastructure also require rehabilitation, in many cases in conjunction with the rail component. Improving the efficiency of transport on navigable rivers, such as the Congo, requires significant rehabilita-

tion of river port infrastructure, dredging to maintain access, and installation of modern aids to navigation. These improvements would increase intra-regional connectivity and in the case of the Congo River increase the connectivity of nine Central African countries.

Continental and regional air connectivity will require modernising airport and air navigation infrastructure, reducing airline operating costs, and raising the present national commitment of 17 countries to the

Single African Air Transport Market (SAATM). These initiatives are required to reverse the decline in international scheduled services, to improve inter-African air connectivity and are essential for increasing air traffic.

Excerpt from the Strategic Document on Transport - Establishing Sustainable Transport Systems for Achieving Agenda 2063. [Download and read the document from our online library by clicking here.](#)

Woman's words every thursday

Paroles de Femme Chaque jeudi

LOGIS-T

Paroles de Femme



**Akuélé Yevona
ADANLETE-
LAWSON**, Présidente
continentale de



« Il faut encourager et stimuler le parti du genre à travers l'Afrique et par-dessus tout, mettre en oeuvre une stratégie de haut niveau, qui comprend, la promotion d'investissements ciblés, complets et continus dans les initiatives éducatives pour les femmes et les jeunes dans le secteur maritime africain et les domaines connexes. »

source : Logis-T Africa Women N°001

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Woman's words



**Captain Irene
KOKI MUTUNGI**

First female Pilot
at Kenya Airways

"...people whose opinions of female pilots we're led by stereotypes that women could not do certain things. It has been very satisfying to prove them wrong..."

source : Logis-T Africa Women N°001

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Paroles de Femme



**Kathy Laure
Magné ESSIMI**

Leader - Managing
director/CFO

"...Une chose importante est d'arrêter de nous voir comme des «femmes», nous devrions toujours nous voir comme des «professionnelles»..."

source : Logis-T Africa Women N°002

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Woman's words



**Dr Ifesinachi
Okajor-Yarwad**

Proademic in Sustainable Development specialised in maritime security and oceans governance at the University of St Andrews, Scotland.

"The maritime sector, including research, is dominated by men, so automatically, there is this bias to expect to see a man speak on maritime issues, to the point that when a woman speaks, the first response might be condescending 'what does she know?' or at worse, a woman is not given the opportunity to speak..."

The reality is that this sort of behaviour harms the maritime industry because they miss out on the great insights and contributions that women are making or can make when allowed to contribute or participate. It also denies young women of colour any role models in the space."

source : Logis-T Africa Women N°001

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Paroles de Femme



**Marie Louise
NDOYE**

Fondatrice et CEO
de WIN LOGISTICS

"...à tous les niveaux il faut prouver que l'on est capable d'effectuer le travail qui nous incombe. Mais à force de travail et de persévérance on arrive à s'imposer et à gagner le respect de nos pairs..."

source : Logis-T Africa Women N°001

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Woman's words



**Wheymar
REEVES**

Sales Executive at HPIT
Terminals Liberia and
President of Wila Liberia



"If Women must take up major roles within the logistics sector, there are few things that must be true.

Preparedness - females must be fully prepared and skilled to take up opportunities whenever they are presented.

Providing the platform - organizations should provide the platform and environment for inclusion and development of females.

Mentorship - I would also like to highlight Mentorship, which plays a vital role in the development of professionals. Females in the logistics sector needs to have access to mentorship for guidance and more defined career paths.

source : Logis-T Africa Women N°002

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So that you don't miss it / Pour ne pas le rater