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BY ALL MEANS
The Global Logistic Alliance

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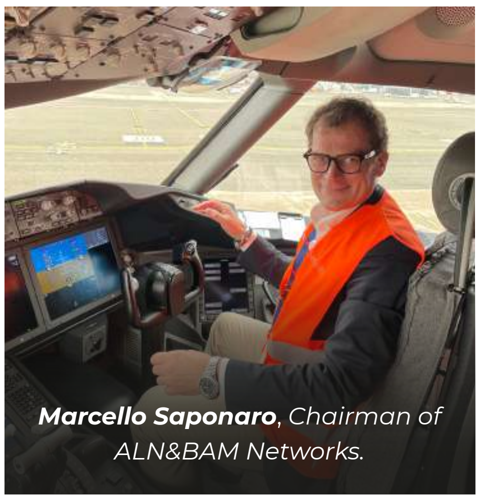
Italy, Open Your Doors to Africa's Business Leaders!



***Marcello Saponaro**, Chairman of ALN&BAM Networks.*

As I write this, there are just two months to go until the ALN and BAM meeting in Rome. It is a challenging meeting to organize, made even more difficult by the general increase in Ho.Re.Ca. costs and by the complexity of the city itself.

A few days ago, however, we received confirmation that fills us with pride: the Italian Ministry of Foreign Affairs has officially granted its patronage to the 12th ALN Meeting. We counted on the fact that the Italian Government's Mattei Plan should not translate into "just" investments. It also means making Italy a central player in relations with Africa.

This is one of the reasons why, twelve years ago, we founded Africa Logistics Network in Bergamo. But if these relations are truly to become central, we must make it easier for African managers and entrepreneurs to travel to Italy. Twelve years ago, visas were a major problem. Five applications were rejected just days before the event, when round-trip flights had already been purchased. These were managers and entrepreneurs who wanted to come to Italy to meet their partners.

Today, our participants will be able to attach an important endorsement to their visa applications: the official patronage of MAECI. We hope this will help facilitate the visa issuance process.

In the meantime, we are already extremely pleased with the number of bookings: more than 200 members have confirmed their attendance. We are therefore getting closer to the possibility of surpassing the attendance record set in Addis Ababa.

But this is not just about numbers. The Mattei Plan speaks of Italy as a bridge between Europe and Africa. For four days in November, that bridge will have names, faces, companies, and projects. In our own small way, we have been helping to build it for twelve years.

Now, we simply hope that Rome does not raise the drawbridge.

Africa's Greatest Strength? It Keeps Moving

The African Development Bank's 2026 outlook shows how Africa keeps moving despite global turbulence. "The next challenge is transforming that resilience into the 7% annual growth needed"

When the world talks about Africa, the focus is often on its challenges. **The African Development Bank's African Economic Outlook 2026** invites us to look at the continent from a different perspective: not through the lens of its crises, but through its extraordinary ability to overcome them.

The report describes Africa as **resilient**. It is a word that has become almost commonplace, yet few regions have demonstrated it as convincingly. Despite geopolitical fragmentation, supply chain disruptions, tighter financial conditions and persistent global uncertainty, Africa is expected to grow by **4.2% in 2026**, following **4.4% in 2025**, before returning to **4.4% in 2027**. For those working in logistics, these figures tell a familiar story.

Over the last few years, African supply chains have had to absorb the consequences of the pandemic, the Red Sea crisis, inflation, higher freight rates and shifting trade routes. Ports adapted. Transport corridors were redesigned. Freight forwarders found alternatives. Importers and exporters kept trading despite unprecedented uncertainty.

In other words, Africa did not stop moving.

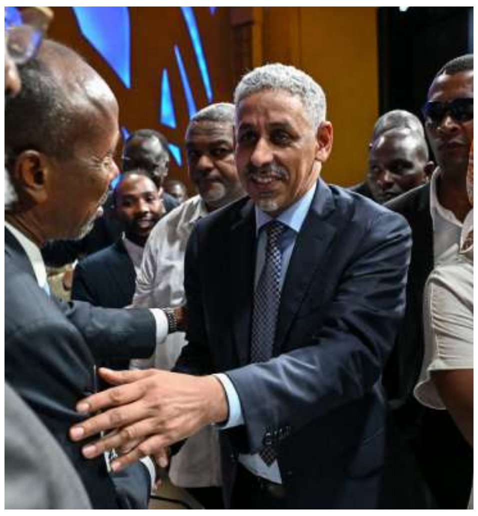
But resilience should never become an excuse for complacency.

The AfDB reminds us that growth above 4% is encouraging, yet insufficient. To create millions of jobs for the continent's rapidly growing population and accelerate poverty reduction, Africa needs to achieve **around 7% annual growth** over the long term.

Reaching that target will require more than macroeconomic stability. It will demand a logistics revolution.

Efficient ports, modern transport corridors, reliable railways, better border procedures and affordable energy are not simply infrastructure projects; they are economic multipliers. Every hour saved at a border crossing, every kilometre of road upgraded and every customs procedure digitalised makes African businesses more competitive.

The report also highlights the need to mobilise domestic capital, strengthen private sector investment and accelerate the implementation of the **African Continental Free Trade Area (AfCFTA)**.



For the logistics industry, this is perhaps the most significant message. A truly integrated continental market cannot exist without integrated supply chains. Freight forwarders, transport operators, port authorities, customs brokers and logistics investors are no longer supporting actors in Africa's development story. They are among its main protagonists.

Resilience has helped Africa weather one global crisis after another. The next chapter, however, is not about surviving disruption. It is about transforming resilience into competitiveness.

If Africa succeeds in connecting its markets as effectively as it connects its people, then 7% growth will become more than an economic target. It will become the foundation for millions of new jobs, stronger regional industries and a continent increasingly capable of shaping its own future.

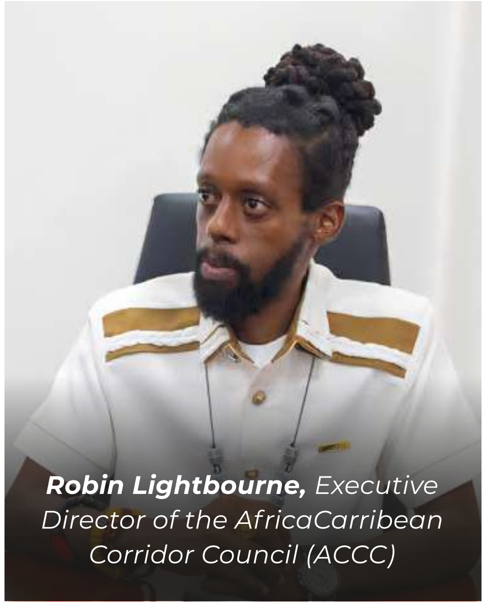
Because the true measure of resilience is not simply the ability to withstand shocks.

It is the ability to keep moving forward while the rest of the world stands still.

Building the Africa–Caribbean Corridor

Why was the AfriCaribbean Corridor Council established?

Africa and the Caribbean share a unique history and enormous economic potential, yet trade between the two regions remains limited. Businesses face fragmented logistics, regulatory complexity, and limited market access. The ACCC was established



***Robin Lightbourne,** Executive Director of the AfricaCarribean Corridor Council (ACCC)*

to provide the strategic leadership needed to strengthen commercial ties and unlock new opportunities across the Atlantic.

What role does the ACCC play?

We are not a trading company or a logistics provider. The Council is an independent governance and strategic development organization that brings together governments, businesses, logistics providers, investors, and institutions to build a sustainable Africa–Caribbean trade corridor.

How important is logistics to achieving this vision?

Logistics is the backbone of any successful trade corridor. Without reliable freight networks, efficient supply chains, and trusted logistics partners, trade simply cannot grow.

That's why we work closely with organizations such as Africa Logistics Network and other ecosystem partners that make cross-border trade possible every day.

Beyond moving cargo, what is the Council's long-term objective?

Our ambition goes far beyond freight. We aim to increase investment, support SMEs, encourage joint ventures, promote knowledge exchange, and strengthen regional value chains. Ultimately, we are building lasting economic relationships that create growth and jobs on both sides of the Atlantic.

What will success look like for the ACCC?

Success will be measured by tangible results: more businesses trading across the corridor, increased investment flows, stronger logistics partnerships, and new opportunities for entrepreneurs in both Africa and the Caribbean.

A final message for the logistics community?

The Africa–Caribbean Corridor is more than a vision—it is a practical opportunity. Building trust, strengthening partnerships, and improving connectivity will be key to unlocking the full potential of trade between our regions. We invite the logistics community to join us in making that vision a reality.

African Ports: Transformation Driven by Public-Private Partnerships

African ports are undergoing a profound transformation, driven by the need to strengthen their competitiveness and integrate more effectively into global trade.

Once regarded simply as transit points, they are now becoming strategic hubs within supply chains and key drivers of the continent's economic development. Against a backdrop of growing trade flows, the reconfiguration of global shipping routes, and the implementation of the African Continental Free Trade Area (AfCFTA), modernizing port infrastructure has become a top priority.

To achieve this, African governments are increasingly relying on Public-Private Partnerships (PPPs).

Faced with limited public budgets and mounting debt pressures, this model has emerged as a strategic solution to finance new terminals, digitize procedures, automate operations, and improve overall port efficiency.

Beyond providing capital, PPPs also facilitate the transfer of expertise, technology, and international operational standards through collaboration with leading global operators such as DP World and APM Terminals.

The results are already visible across the continent.

Morocco's Tangier Med has become the leading port in both the Mediterranean and Africa in less than twenty years, while the Port of Lomé in Togo has established itself as one of West Africa's leading transshipment hubs.

In Senegal, DP World's investment in the new Port of Ndayane is expected to further strengthen the country's position as a regional logistics gateway.

Likewise, the Port of Lekki, inaugurated in Nigeria in 2023, reflects the scale of investments being made to equip Africa with modern, internationally competitive port infrastructure.

Competition is no longer limited to global maritime hubs.

African ports are increasingly competing with one another to attract cargo flows, investment, and new shipping services.

At the same time, growing attention is being given to logistics corridors linking ports with inland markets, transforming seaports into integrated logistics hubs capable of supporting regional economic development.

The modernization of African ports is therefore far more than an infrastructure programme.

It is a strategic lever for strengthening economic sovereignty, advancing continental trade integration, and positioning Africa as an increasingly competitive player in global commerce.

An article from the magazine`s director Africa Supply Chain, Thierno Abdoulaye Diallo

Italian Ministry of Foreign Affairs Grants Patronage to ALN 12th Annual Meeting

The Italian Ministry of Foreign Affairs and International Cooperation has granted its official patronage to the 12th International Meeting of Africa Logistics Network, taking place in Rome from 1 to 4 November 2026.

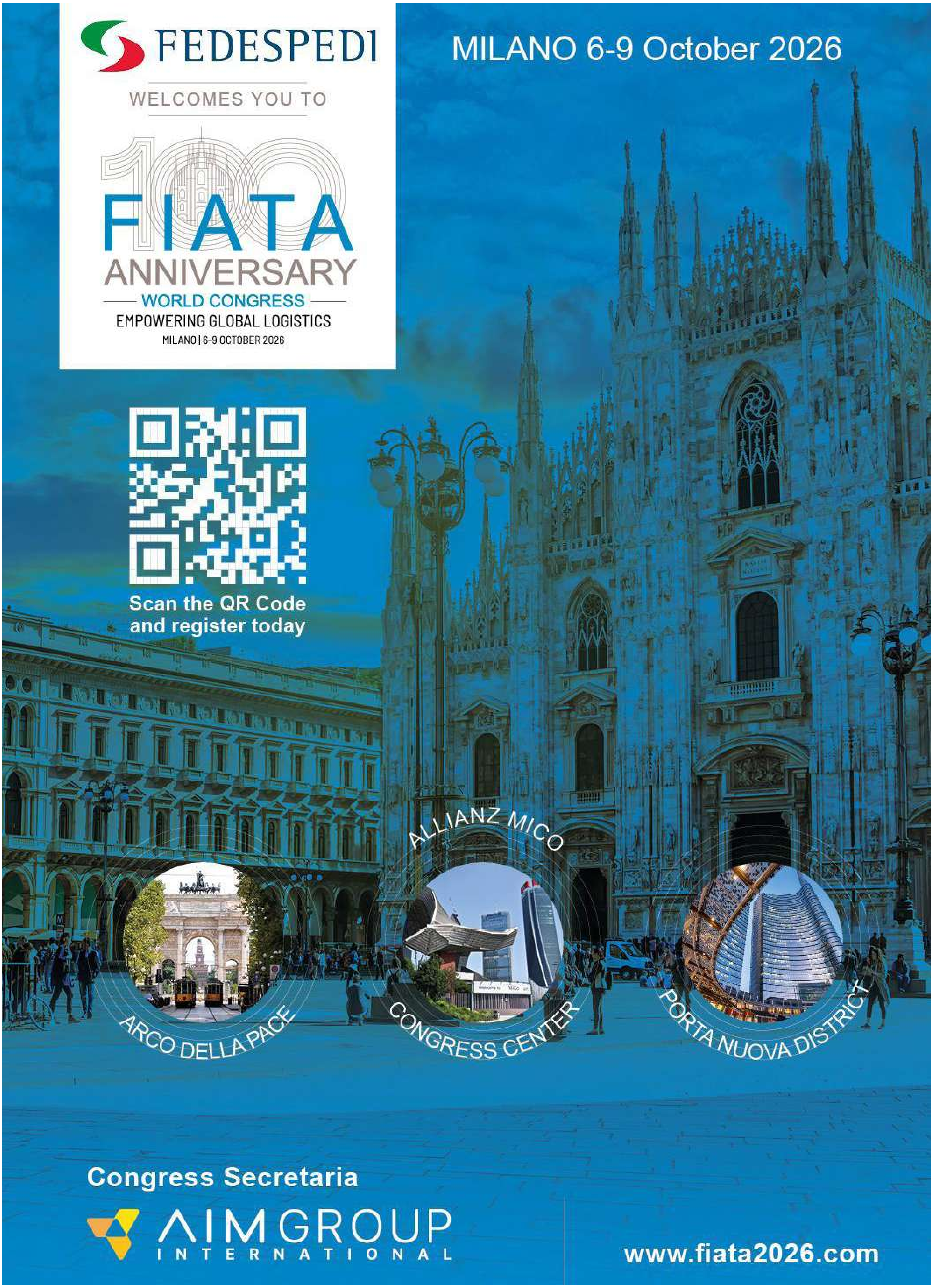
This prestigious recognition highlights the growing importance of ALN in connecting freight professionals across the African continent and beyond.

The meeting will open with welcome and institutional remarks, followed by a panel discussion entitled "Trade with Africa in the Context of the Mattei Plan: Opportunities, Logistics and Freight Flow Management."

The session will explore how the "Mattei Plan" can support trade growth, improve transport connections and promote more efficient freight flows between Italy and African markets.

From the afternoon of 2 November until the evening of 4 November, the programme will continue with intensive B2B meetings among ALN and BAM members, creating new opportunities for cooperation, business development and long-term partnerships.

Ministero degli Affari Esteri e della Cooperazione Internazionale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Members News

LYSEO AND LOGIMAR SUCCESSFULLY COLLABORATE ON RORO TRANSPORT

Lyseo Special & Project and Logimar successfully collaborated on the coordinated transport of three rail vehicles from France to Morocco through a well-executed RORO operation.

ROSEN LOGISTICS LTD SUCCESSFULLY SHIPS 68 EXCAVATORS FROM CHINA TO LIBYA

Rosen Logistics Ltd successfully completed the shipment of 68 excavators from Lianyungang, China, to Misurata, Libya.

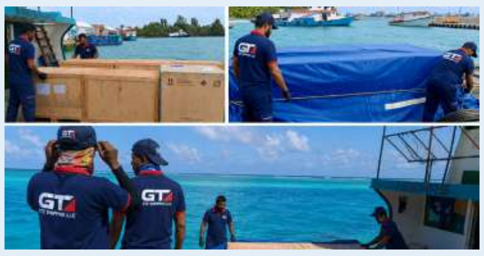
PACE FORWARDING HANDLES 78-TONNE EXCAVATOR SHIPMENT FROM POLAND TO IVORY COAST

PACE Forwarding successfully coordinated the transport of a 78-tonne excavator from Lublin, Poland, to Abidjan, Ivory Coast, demonstrating its expertise in handling oversized industrial cargo across complex international routes.

ABL DISSACO HANDLES MULTIMODAL SUGAR FACTORY PROJECT FROM FRANCE AND POLAND TO GERMANY

ABL Dissaco successfully coordinated a complex multimodal transport operation involving oversized equipment for a sugar factory project, combining cargo movements from both France and Poland to Germany.

GTZ SHIPPING CELEBRATES 28 YEARS OF EXCELLENCE CONNECTING THE WORLD TO MALDIVES RESORTS



GTZ Shipping LLC recently completed another successful hospitality logistics project, managing the seamless transportation and delivery of premium resort furnishings to the Maldives.

CSC TRANSPORT LAUNCHES FIXED CHINA-EUROPE RAILWAY EXPRESS VIA ZHENGZHOU WITH 18-DAY TRANSIT TO HAMBURG

CSC Transport Limited is strengthening its rail freight capabilities with its Fixed China-Europe Railway Express service via Zhengzhou, offering reliable and efficient transportation between China and Europe, they successfully arranged the transportation of 6 × 20HC and 7 × 40HC containers loaded with solar tracker components.