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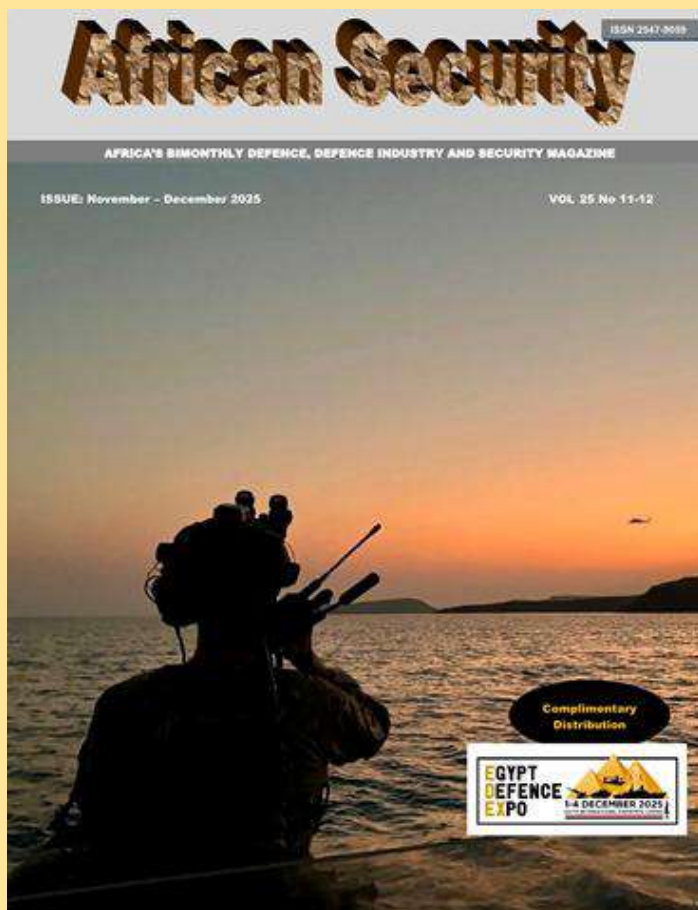
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Shipbuilding in Africa 2025 Expanded Analysis

Shipbuilding in Africa has traditionally occupied only a small corner of the global maritime industry, overshadowed by the massive commercial shipyards of East Asia and the highly specialized naval shipbuilders of Europe and North America. Yet, by 2025, the landscape on the African continent is changing. While still modest in absolute numbers, African shipbuilding is becoming more strategic, more industrially meaningful and far more closely tied to national security priorities than ever before. Driven by maritime insecurity, offshore energy development, blue-economy strategies and a political desire for industrial autonomy, several African countries are investing in capabilities that, collectively, form the most active period in African naval construction in decades.

The continent's most advanced shipbuilding centre remains **South Africa**, where decades of accumulated industrial knowledge, engineering capacity and international partnerships have created a genuine naval manufacturing base. Damen Shipyards Cape Town stands out as the flagship example of sustained, high-quality shipbuilding on the continent. The shipyard's completion of the third Multi-Mission Inshore Patrol Vessel (MMIPV) under Project BIRO represents more than the delivery of another platform; it marks a demonstration of South Africa's ability to fully construct and integrate modern naval vessels using a largely domestic supply chain. The Warrior-class MMIPVs significantly enhance the South African Navy's coastal patrol and maritime security capabilities, but they also serve another purpose: anchoring engineering talent, preserving industrial jobs and reinforcing Cape Town's shipbuilding ecosystem.

South Africa's ambitions extend beyond conventional steel work. Through ongoing upgrades in digital shipyard technologies, automation, design tools and lifecycle support systems, the country is attempting to position itself not only as a producer of hulls, but as a full-spectrum maritime industrial partner. While the commercial segment—large cargo ships, container vessels or tankers—remains out of reach due to global competition, South Africa's strength in patrol craft, support vessels and naval construction makes it a regional leader and a potential exporter of niche capabilities.

Parallel to South Africa's mature shipbuilding sector, **Nigeria** has emerged as a rapidly expanding naval modernization case. The Nigerian Navy faces significant maritime security challenges: piracy, oil theft, illegal fishing, smuggling and general instability across the Gulf of Guinea. As a result, Abuja has invested heavily in new maritime platforms. In 2025, the commissioning of new patrol vessels from Asian shipyards marked another step in Nigeria's effort to rebuild its fleet with modern, multi-role ships optimized for littoral enforcement and rapid-reaction scenarios.

At the same time, Nigeria's strategic partnership with Turkey has produced one of the most important naval construction programs in West Africa: the OPV-76 Offshore Patrol Vessel project. Two vessels are planned for delivery in 2025, bringing significantly improved endurance, firepower and offshore capability to Nigeria's fleet. While these vessels are being built in Turkish yards, the program includes deep industrial cooperation, training packages and local maintenance arrangements that will benefit Nigerian naval



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infrastructure for years to come. Nigeria's long-term objective is clear: to develop domestic capacity gradually through international cooperation, eventually moving toward meaningful local assembly, systems integration and maintenance autonomy. Further north, **Egypt** has positioned itself as the third major shipbuilding pole in Africa. Its geographic location—straddling the Mediterranean and the Red Sea—makes maritime assets vital for economic and security purposes. Egyptian shipyards have already built or co-produced multiple naval platforms in previous years, but 2025 marks a new chapter with the launch of local construction for the PV43-M patrol vessel program in cooperation with its German partner NVL. This initiative reflects Cairo's desire to reduce foreign reliance by combining imported intellectual property and high-end systems with domestic construction, workforce development and technology transfer. For Egypt, shipbuilding is not only a defence imperative but also an industrial one. The government sees naval programs as catalysts for job creation, industrial diversification and increased export potential. By incorporating regional subcontractors and investing in new facilities, Egypt aims to gradually transform its shipyards into fully capable naval production hubs.



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THE DNA OF SHIPBUILDING



© KSL- kdfinfo at Mombasa Shipyard

Beyond these three anchor nations, shipbuilding activity across the continent is growing in smaller but meaningful ways. Countries such as Morocco, Algeria, Kenya, Senegal, Ghana and Tanzania maintain active repair yards and limited newbuild capabilities. While these facilities mostly focus on tugs, ferries, fishing vessels, harbour craft, pilot boats and small patrol craft, they are essential components of regional maritime economies. They support thousands of jobs, facilitate port operations and reduce the need for expensive foreign repairs. In several cases, governments are exploring expansion plans aimed at capturing parts of the commercial or offshore support market.

Equally important is the role of naval procurement as a tool for industrial development. African governments increasingly insist on local construction, co-production, technology transfer and offsets as part of defense contracts. This trend mirrors broader global patterns but carries unique importance in Africa, where industrial infrastructure remains uneven and heavily dependent on foreign suppliers. When shipbuilding programs are structured correctly, they bring long-term benefits that go far beyond the platforms themselves: they help develop skilled labour, modernize local factories, stimulate supply chains and anchor national maritime industries.

As more African maritime nations prioritize the development of indigenous shipbuilding and maintenance capacity, international shipbuilders are reshaping their marketing strategies to emphasize technology transfer, local production partnerships, and long-term industrial cooperation.

NVL Group is advancing its footprint in Africa by delivering shipbuilding expertise through comprehensive knowledge-transfer and technology-transfer agreements, enabling partner nations to construct modern naval platforms domestically. This strategy supports long-term self-reliance, boosts local industry, and elevates national maritime security capabilities. A leading example of this approach is NVL's extensive cooperation with Egypt. To support the country's naval modernization plans, NVL established NVL Egypt, a dedicated joint venture that works closely with Alexandria Shipyard, one of the region's most established shipbuilding facilities. Through this partnership, NVL is providing technical guidance, engineering know-how, and quality-assurance processes necessary for the local construction of a new class of patrol vessels. The program centres on the indigenous production of ten PV43-M patrol vessels for the Egyptian Navy. NVL's German engineering expertise ensures that these vessels meet modern operational standards, while local manufacturing empowers Egypt to build, maintain, and eventually upgrade its own fleet. This cooperation not only

strengthens the Egyptian Navy's operational readiness but also contributes to the growth of the national defence-industrial base. Overall, NVL's model—combining vessel design, technology transfer, and local production—serves as a blueprint for African nations seeking to expand their naval capabilities while developing sustainable domestic shipbuilding industries.

Israel Shipyards has become a key supplier of modern naval platforms to several African nations, delivering vessels tailored for coastal security, counter-piracy, and maritime interdiction. Among its major programs, the company supplied two OPV 45 Offshore Patrol Vessels to Côte d'Ivoire, enhancing the country's ability to counter piracy and protect offshore assets in the Gulf of Guinea. These deliveries were supported by a full training and maintenance package to ensure long-term operational readiness. In West Africa, Senegal received two 24-metre landing craft, with an option for a third unit. These vessels support amphibious transport, logistics, and coastal mobility missions. Israel Shipyards has also delivered Shaldag-class fast patrol boats to both Senegal and Nigeria, strengthening their rapid-response and interdiction capabilities in increasingly contested maritime zones. Beyond shipbuilding, the company provides extensive training and Integrated Logistic Support (ILS) packages, covering technical education, crew training, and ongoing maintenance programs. Technology transfer remains a central part of Israel Shipyards' approach, adapting designs such as the SHALDAG Mk V to specific customer requirements, leveraging combat-proven configurations used by the Israeli Navy, and integrating systems from across Israel's wider defence industry. This holistic model supports long-term capability development for African maritime forces.

Although Africa's commercial shipbuilding sector remains constrained by financing hurdles, limited economies of scale and strong competition from global giants, the naval and paramilitary vessel segment shows no sign of slowing down. The demand is structurally embedded: persistent maritime insecurity in the Gulf of Guinea, renewed tensions in the Red Sea, increased offshore energy exploitation from West to East Africa and the expansion of Exclusive Economic Zones all require modern fleets of patrol vessels, OPVs, fast interceptors and workboats. For many African nations, building these vessels—at least partially—at home is no longer viewed as a luxury but as a strategic necessity.

Looking toward the end of the decade, Africa's share of global shipbuilding will remain small, but its strategic importance will continue to rise. The continent's yards will focus not on megaships but on the vessels that matter most to African realities: patrol boats, OPVs, coastal cargo ships, ferries, tugs and offshore support craft. If South Africa, Nigeria and Egypt continue their current trajectories—supported by growing capabilities in other coastal nations—Africa's shipbuilding profile will become more robust, more sophisticated and more geopolitically relevant by 2030.

Dimitrios Angelopoulos M.Sc.

Captain (Rtd)HN

Advisor on Defence and Maritime Security issues



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Chief of Staff of the Egyptian Armed Forces Returns from Dubai Airshow 2025 After High-Level Defence Talks

Lieutenant General Ahmed Khalifa, Chief of Staff of the Egyptian Armed Forces, has returned to Egypt following an official visit to the United Arab Emirates, where he led a senior military delegation to the Dubai Airshow 2025. The delegation included the Commander of the Air Defence Forces, the Commander of the Air Force, and a number of senior officers representing key operational and technical branches of the Armed Forces.

During his visit, Lieutenant General Khalifa toured the exhibition halls, which featured the latest global systems in aviation, aerospace, air defence, unmanned platforms, and emerging technologies. He expressed his admiration for the high level of organisation and technological depth showcased at this year's edition—one of the largest in the history of the Dubai Airshow—and praised the event's growing credibility among international defence and aerospace industries.

In addition to attending exhibition activities and briefings from major global defence companies, Lieutenant General Khalifa held a high-profile meeting with Lieutenant General Engineer Issa Saif Mohammed Al Mazrouei, Chief of Staff of the UAE Armed Forces. The discussion covered a range of issues of mutual interest, including regional security dynamics, technological cooperation, and strategies to enhance interoperability between the two militaries.

Both sides affirmed the depth and strength of Egyptian-Emirati relations, which span decades of close coordination, shared strategic vision, and extensive collaboration across defence, training, and counterterrorism domains.

Lieutenant General Khalifa highlighted Egypt's appreciation for the UAE's continued commitment to regional stability and emphasised Cairo's readiness to expand cooperation across air defence, aviation, unmanned systems, intelligence sharing, and joint exercises.

For his part, the Chief of Staff of the UAE Armed Forces expressed his gratitude to the Egyptian delegation for attending the event and reaffirmed the UAE's keenness to broaden future cooperation with Egypt. He noted that both countries share a firm desire to strengthen their military partnership and continue developing joint capabilities that contribute to the security of the Arab region.

Lieutenant General Khalifa also received detailed briefings from leading international companies on new-generation systems relevant to Egyptian procurement priorities, including air-defence solutions, multirole combat aircraft upgrades, unmanned combat aerial vehicles (UCAVs), maritime surveillance platforms, AI-enabled command-and-control systems, and integrated air-space operations technologies. The participation of the Egyptian delegation reflects Cairo's ongoing commitment to monitoring global defence-industrial developments and maintaining modern, interoperable capabilities across all branches of the forces.

The visit took place as part of Egypt's broader strategy to keep pace with the rapid transformation in global defence industries, particularly in aerospace and air defence sectors, while deepening cooperation with friendly and brotherly nations. The presence of the Egyptian Armed Forces at major international defence exhibitions underscores their commitment to strengthening military diplomacy, enhancing national capabilities, and supporting regional security objectives.

Lieutenant General Khalifa's return concludes a successful series of engagements that reaffirmed Egypt's active role in regional defence partnerships and its continued dedication to acquiring advanced technologies that meet the operational needs of the Armed Forces in the coming years.

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Armored Personnel Carrier (APC) Market in Africa – 2025 Update

The Armored Personnel Carrier (APC) market in Africa in 2025 is undergoing significant expansion as African nations continue to modernize their ground forces to confront persistent insurgencies, terrorism, border insecurity and regional instability. Armored vehicles now play a central role in national defence strategies across the continent, and demand continues to rise for systems that combine mobility, protection, modularity, and affordability. South Africa remains the continent's largest and most advanced producer and exporter of armored vehicles, shaping the market with decades of engineering expertise and a globally recognized defence industrial base.

South African armored vehicles serve two main functions: direct combat and fire-support missions that integrate heavy weapon systems, and protected mobility platforms that transport troops into and out of high-threat environments. Several key platforms continue to define African arsenals in 2025. The Rooikat, produced by Denel, is an 8x8 armored reconnaissance and fire-support vehicle known for its long-range engagement capability and high mobility. It remains influential in Southern African Development Community (SADC) modernization strategies.

Another iconic vehicle is the Ratel Infantry Fighting Vehicle (IFV), the world's first wheeled IFV to enter military service.

With over 500 Ratels still operated by the South African National Defence Force (SANDF) and many more by militaries across Africa and the Middle East, the platform continues to be upgraded and deployed in frontline operations. BAE Systems South Africa's RG-series—RG-31, RG-32 and RG-34—also remains highly relevant. These mine-resistant ambush-protected (MRAP) vehicles are widely used in United Nations and African Union missions due to their proven survivability against landmines and improvised explosive devices.

The Casspir, originally developed by South Africa's Council for Scientific and Industrial Research (CSIR), is another long-standing MRAP platform that continues to see global demand. Modernized variants are widely exported to Asian and African militaries, and more than 370 remain in service with the South African Army. Paramount Group's Mbombe family—Mbombé 4, 6 and 8—is considered Africa's most modern modular armored fighting vehicle line. Showcased globally between 2023 and 2025, the Mbombe series has achieved export success in the Middle East, Central Asia and Africa, supported by new industrial cooperation agreements within the SADC region.

The Denel Badger infantry combat vehicle, despite delays under Project Hoefyster, remains the planned replacement for the Ratel, offering advanced turret systems and mission modules derived from Finland's Patria AMV technology. Meanwhile, the Milkor 4x4 APC has gained traction across Africa as a cost-effective and adaptable platform designed specifically for troop transport, counterinsurgency, border surveillance and peacekeeping tasks.



RAVEN 145
Loitering munition



ALEKSANDAR THE UNIFIER
Armored wheeled vehicle

The widely used Mamba APC continues to be acquired by African countries thanks to its affordability, mine resistance and reliability in internal security operations.

Beyond South Africa, Egypt has emerged as another major producer of armored vehicles. IMUT's ST-100 and ST-500 APCs—developed in partnership with South Africa's Saksa Technologies—highlight a growing trend of cross-continental industrial cooperation aimed at strengthening local production capacity. Nigeria is also expanding its defence manufacturing capabilities through Proforce, its leading armored vehicle producer. The company's ARA/Thunder MRAP, PF2 APC and specialized armored platforms are now in service not only in Nigeria but also in Chad, Rwanda and several Middle Eastern countries, demonstrating the country's emerging role in the global armored vehicle market. Recent armored vehicle deliveries across African armies between 2023 and 2025 reflect the continuing modernization efforts underway. Nigeria, facing ongoing terrorist and insurgent threats, continues to invest heavily in both foreign procurement and indigenous production. Between 2024 and 2025, Nigeria received 20 new APCs produced locally, equipped with advanced sensors and upgraded weapon stations for improved battlefield awareness and lethality. Earlier deliveries such as the Streit Group SPARTAN-MAV APCs (received in 2022) remain active, while Chinese Norinco Type-89 tracked infantry fighting vehicles continue operating in northeastern counterterror missions. Moreover, the Defence Industries Corporation of Nigeria (DICON) is expanding mass production of the Ezugwu MRAP under a comprehensive modernization program.

The Malawi Defence Force has also enhanced its capabilities, particularly for peacekeeping operations under the United Nations MONUSCO mission in the Democratic Republic of Congo. Between 2024 and 2025, Malawi received new APCs from South Africa's OTT Technologies, complementing earlier armored fleet deliveries acquired through UN support in 2020.

Mali, faced with escalating security challenges amid insurgencies and political instability, has procured several types of armored vehicles from multiple international suppliers. Recent deliveries include CS/VP14 APCs from China in 2024, Typhoon armored vehicles from the United Arab Emirates, and additional Bastion APCs supplied under European Union security initiatives. These vehicles enhance Mali's mobility and protection in counterterrorism operations across the Sahel.

Ghana has implemented one of West Africa's most structured military modernization programs. In May 2025, it received 14 Puma M36 Mk3 APCs donated by the United States as part of ongoing security cooperation aimed at strengthening border security and counterterror capabilities. Ghana's earlier acquisitions include BTR-70 APCs, Navistar Husky tactical support vehicles, and Turkish-made Cobra and Cobra II armored vehicles. These additions support Ghana's increasing need to secure its northern regions from expanding extremist activity in the Sahel.

Somalia continues to rely heavily on Turkey for defence assistance. The Somali National Army operates Turkish-supplied APCs delivered earlier in the decade, with Turkey maintaining a role in training and equipping Somali forces for operations against al-Shabaab.

Tunisia has recently expanded its APC fleet through a combination of donations and procurement agreements. Between 2024 and 2025, Tunisia received 20 MASSTECH

armored vehicles donated by France. Meanwhile, the partnership with Turkey's BMC remains active through the delivery of Medium-Class Multi-Purpose Armored Vehicles under a previously signed tender.

Kenya, which faces both internal insecurity and external threats from al-Shabaab, has strengthened its armored mobility through new acquisitions. These include Springbuck APCs from South Africa, M1117 Armored Security Vehicles from the United States, and Bastion APCs donated by the U.S. in support of Kenya's border security and peacekeeping missions. Kenya has also procured MD5 diesel engines from France to support its APC fleet modernization.

Uganda is expanding domestic production capabilities following the establishment of the Jinja Armored Vehicle Manufacturing and Assembly Facility in 2024. The Uganda People's Defence Forces are assembling 45 South African-manufactured Mamba APCs locally, marking a major step toward defence industrial independence.

Overall, the African APC market in 2025 is shaped by rising internal conflicts, cross-border terrorism, peacekeeping commitments, and governments' desire to reduce dependence on foreign suppliers by strengthening local production.

South Africa, Nigeria, Egypt, Turkey, China and the United Arab Emirates have become the leading suppliers driving technological and industrial development across the continent. As African nations prioritize better protection, enhanced mobility and modular mission systems, demand for APCs and MRAPs is expected to continue growing throughout the decade, solidifying armored vehicles as a critical component of Africa's security landscape.



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WITH JAMMER
for ZU-23-2
Anti-Aircraft
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Egyptian Armed Forces 2025 Overview and Strategic Modernization Report

Egypt's armed forces remain one of the largest and most influential in Africa and the Middle East. The military consists of the Army, Air Force, Navy, and Air Defense Forces, operating under the framework of the Egyptian Constitution. As mandated, the Armed Forces are under the jurisdiction of the President of the Republic, who serves as Supreme Commander. Beneath him, the Supreme Council of the Armed Forces (SCAF) comprising over 20 senior commanders—oversees all strategic, operational, and administrative domains.

In 2024–2025, Egypt's armed forces continued to play a pivotal role not only in national defence but also in supporting the state's domestic development strategy. The Armed Forces Engineering Authority remained deeply involved in the delivery of major infrastructure programmes, including national highway networks, desalination plants, new administrative capital construction packages, energy grids, bridges, transport tunnels, and telecommunications upgrades. Despite political debate, most analysts agree that these projects were only feasible due to the military's organisational capability, manpower availability, and controlled cost structure.

Industries owned or operated by the military continue to be major contributors to Egypt's mixed public–private economic ecosystem, notably in construction materials, logistics, food production, pharmaceuticals, energy, and automotive assembly. Although not all revenues are publicly disclosed, these enterprises remain financially important during periods of national austerity and currency pressure.

Egypt maintains its strategic relationship with the United States, which continues to provide approximately \$1.3 billion annually in military assistance—a cornerstone of U.S.–Egypt relations since 1987. Despite occasional delays tied to human-rights conditionality, the bulk of U.S. Foreign Military Financing (FMF) continues to flow, enabling Egypt to procure American-made platforms, sustain legacy systems, and receive advanced weaponry. For Washington, Cairo remains a crucial partner for regional stability, counterterrorism, border security, and maintaining peace with Israel, even while public opinion in Egypt remains ambivalent toward the U.S. role.

General Abdel Mageed Saqr, Commander-in-Chief of the Armed Forces and Minister of Defense and Military Production, witnessed the war inspection procedures and combat readiness evaluation of one of the Central Military Zone formations, following its development and modernization in accordance with the latest combat systems. The event was attended by Lieutenant General Ahmed Khalifa, Chief of Staff of the Armed Forces, commanders of the main branches, a number of senior Armed Forces leaders, and several students from Egyptian universities.

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الصفحة الرسمية للمتحدث العسكري للقوات المسلحة



Egypt's military inventory in 2025 is diversified across suppliers including the United States, France, Italy, Germany, Russia, China, South Korea, and Brazil. Older Soviet-era platforms continue to be phased out or modernised and replaced with more advanced, multirole systems. A significant portion of U.S. platforms continue to be assembled or co-produced locally, most notably the M1A1 Abrams main battle tank, produced for decades in cooperation with General Dynamics.

Conscription remains a core component of manpower generation. Personnel without a university degree typically serve three years, those with secondary education serve two years, while university graduates serve one year or three years as reserve officers. The Egyptian Military Academy continues to produce one of the largest officer cohorts in the region.

The Egyptian Army retains its position as one of the world's largest ground forces. Local production of the M1A1 Abrams has surpassed 1,300 units. Egypt has finalised procurement for additional T-90MS tanks from Russia, with deliveries continuing into 2025, supplementing existing large inventories of M60A3 Pattons, T-62s undergoing local upgrades, and a vast fleet of Infantry Fighting Vehicles and Armoured Personnel Carriers. Between 2022 and 2024, Egypt inducted hundreds of MRAP vehicles—including Navistar and RG-33 platforms—into counterterrorism and border-security units.

The Egyptian Air Force (EAF) continues its multiyear modernisation trajectory. The long-serving F-16 remains the backbone of the fleet, supported by the Mirage 2000 and upgraded Mirage 5. The EAF has significantly expanded its European ties, completing deliveries of 24 Rafale fighters and signing in 2021 for an additional 30 Rafale F3R aircraft, with the final deliveries completed in 2024. Egypt also received its full complement of MiG-29M/M2 multirole fighters from Russia.

The EAF now fields more than 560 combat aircraft and approximately 150 attack and utility helicopters, including the AH-64D/E Apache fleet upgraded via U.S. contracts signed in 2020 and 2023. The C-130 Hercules fleet remains extensive, complemented by the arrival of C-295 transport aircraft and upgraded early-warning platforms, including E-2C Hawkeye 2000 units receiving digital modernisation packages.

Egypt's Air Defense Forces (ADF) remain among the most comprehensive integrated air-defence networks outside of major NATO powers. The system—originally structured on the Soviet model—includes interceptors, early-warning radars, air-surveillance networks, and layered surface-to-air missile systems. Egypt operates the S-300VM (Antey-2500) system, supplemented by Buk-M2, Tor-M2E, Spyder, and older Soviet-era systems undergoing phased replacement. Between 2021–2025, Egypt invested heavily in 3D radars, counter-UAS capabilities, and integrated air-defence command systems, responding to regional drone proliferation.

The Egyptian Navy has undergone one of the most significant transformations in Africa. Its operational footprint spans both the Mediterranean and the Red Sea. The Navy and Coast Guard collectively operate dozens of patrol craft, fast attack vessels, and offshore patrol vessels, including a U.S.-built Bertram fleet.

Since 2014, Egypt has executed a broad modernisation plan that included:

- Four Ambassador Mk III missile craft (U.S.)
- Four Gowind 2500-class corvettes (France), with three built by Naval Group and one assembled at Alexandria Shipyard
- One FREMM frigate (France)
- Two Mistral-class amphibious assault ships, now routinely operating Ka-52K navalised attack helicopters
- Four MEKO A-200 frigates from Germany (three built in Germany, one at Alexandria Shipyard), with the first delivered in 2022 and subsequent deliveries continuing through 2025
- Ongoing induction of Type-209/1400mod submarines from Germany
- NVL Egypt has entered the production phase of its PV43-M naval vessel program, marking a new step in Egypt's efforts to strengthen domestic shipbuilding and maritime defence capabilities. The program, which began production in September as scheduled, involves the construction of ten new patrol vessels designed for surveillance, reconnaissance, and the protection of critical maritime infrastructure. The project is being carried out in cooperation with Alexandria Shipyard and under the technical guidance of NVL's German parent company. It follows the Egyptian government's 2023 decision to select NVL Egypt as the main partner for the programme, which is seen as one of the country's most ambitious recent naval industry initiatives.

While the United States remains the principal security partner, Egypt has clearly expanded its sourcing to include European partners (France, Germany, Italy) and maintained selective cooperation with Russia and China. In 2025, Cairo's procurement posture reflects a balanced approach: maintain U.S. interoperability, secure European high-technology systems, and diversify supply chains to meet urgent operational requirements in an increasingly volatile region.

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Egypt's Expansive Defence Industry: Between Legacy, Partnerships, and Ambition

Egypt's defence industry is not only the oldest in the Arab world—it is one of the most enduring and adaptable military-industrial ecosystems in the Global South. For more than half a century, Cairo has pursued a strategic vision of military self-sufficiency, developing an industrial base that today spans small arms to sophisticated naval platforms. While the Egyptian Armed Forces remain one of the largest in the Middle East, it is the breadth, resilience, and hybrid nature of their industrial sector that continues to shape Egypt's role as a regional power.

The Egyptian defence industry's origins trace back to the mid-20th century, when the country began establishing local manufacturing capacities as part of a broader state-led modernization drive. Over time, these efforts evolved into a complex network of factories, research centres, and industrial organizations. Today, the industry revolves around three major institutions: the Arab Organization for Industrialization (AOI), the Egyptian Armaments Authority (EAA), and the National Service Projects Organization (NSPO). Together, they oversee a constellation of factories with the ability to produce, assemble, upgrade, or maintain a wide array of defence systems.

What distinguishes Egypt from many other Arab states is not merely the size of its industrial base but its longevity and adaptability. While the region has seen an explosion of new defence producers in recent years—particularly in the Gulf—Egypt's industry has evolved over decades of economic cycles, geopolitical shifts, and changing alliances. Cairo's most remarkable achievement has been its ability to maintain diverse international partnerships, working simultaneously with the United States, Russia, China, France, Germany, and South Korea. This diversification has allowed Egypt to avoid dependence on a single supplier, a strategic advantage that continues to shape its procurement and production philosophy.

Egypt's factories produce a wide spectrum of military equipment. Small arms and ammunition remain foundational, with long-standing production lines supporting domestic units. Armoured vehicles represent one of the industry's strongest areas, and platforms like the Fahd APC and the Timsah family of MRAPs have become symbols of Egypt's manufacturing capabilities. The naval sector has also expanded significantly, with local shipyards assembling patrol vessels, landing craft, and other surface assets—often under licensed agreements with European partners. Maintenance and refurbishment of legacy Soviet and American equipment likewise form a large portion of Egypt's technical know-how.

Yet the backbone of Egypt's industrial model has traditionally been licensed production and co-production. This approach has allowed Cairo to manufacture advanced systems at home without taking on the full burden of research and development. The famous co-production line for the M1 Abrams tank—supported by the United States—stands as one of the most significant examples of Egypt's long-term investment in partnership-based manufacturing. Over the years, European partners have brought shipbuilding and electronic systems expertise, while Asian partners have opened new avenues in communications, surveillance, and UAV-related technologies.

However, what truly sets Egypt apart is the hybrid nature of its military factories. Many of these facilities produce large quantities of civilian goods, from household appliances and electronics to fertilizers, construction materials, and agricultural equipment. This dual-use strategy, born from economic necessity, has become an integral part of Egypt's defence industrial culture. Not only does it ensure that factories remain active during periods of low military demand, but it also generates revenue and contributes to national development projects. In some cases, civilian production has even surpassed military output, reflecting the flexible and pragmatic nature of Egypt's state-owned enterprises.

In recent years, the Egyptian government has shown a renewed determination to modernize its defence industry. Major exhibitions such as EDEX and EGYPT AIR SHOW have become key platforms through which Cairo showcases new capabilities and attracts foreign investors.

الصفحة الرسمية للمتحدث العسكري للقوات المسلحة





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Egypt's ambition is twofold: to acquire more technological autonomy and to position itself as a regional hub for defence co-production. New initiatives, particularly in armoured vehicles, naval shipbuilding, radars, and precision munitions, indicate a shift toward more sophisticated indigenous contributions.

The geopolitical landscape surrounding Egypt provides additional momentum to these efforts. The Middle East and North Africa region has experienced rising demand for military equipment, driven by ongoing conflicts, counterterrorism requirements, and border security needs. Egypt—geographically central, politically influential, and industrially capable—is strategically well placed to serve as a defence supplier to Africa and the Arab world.

While its export portfolio remains modest compared with major global producers, it continues to grow steadily, particularly in armoured vehicles and small arms.

A central question for analysts is whether Egypt can transition from a producer under license to a designer of its own advanced systems. Cairo has launched several indigenous initiatives, some in the UAV space and others in protected mobility platforms, but the road toward full technological independence remains long. Funding, access to advanced components, and global competition all present challenges. Nevertheless, Egypt's consistent emphasis on training, industrial development, and partnership diversification gives it a strong foundation for gradual evolution.

Another dimension shaping Egypt's defence sector is the increasing global trend toward localization and co-production partnerships. Many countries, particularly in Africa and the Middle East, prefer to acquire systems that can be produced or assembled nationally. Egypt has positioned itself as an

attractive partner in this regard, offering decades of manufacturing experience, an existing industrial base, and competitive labour costs. This potential has already sparked new conversations about trilateral cooperation involving Egypt and Western or Asian defence primes seeking to expand into African markets.

The Egyptian defence market itself remains robust. Military aircraft, missile and air defence systems, armoured vehicles, and rotorcraft dominate procurement priorities. As regional security concerns evolve—from counterterrorism and border control to maritime security and emerging technologies—Egypt is likely to continue investing heavily in modern capabilities. Its defence industrial base will thus remain a critical pillar of national security and a symbol of state power.

Today, Egypt stands at a unique intersection of history, capability, and ambition. Its defence industry is neither purely indigenous nor fully dependent; neither wholly modern nor outdated. Instead, it is an ecosystem shaped by decades of collaboration, adaptation, and strategic necessity. It serves military needs, contributes to civilian economic goals, supports foreign policy, and anchors Egypt's role as a regional power.

In a world where many nations are racing to develop industrial capacity from scratch, Egypt's long-established defence sector offers both a model of experience and a blueprint for incremental progress.

Its future trajectory will hinge on continued modernization, deeper partnerships, and the ability to innovate within a rapidly evolving global defence landscape. What is clear, however, is that Egypt's defence industry—rooted in history yet driven by contemporary ambition—will remain central to the country's strategic calculus for years to come.



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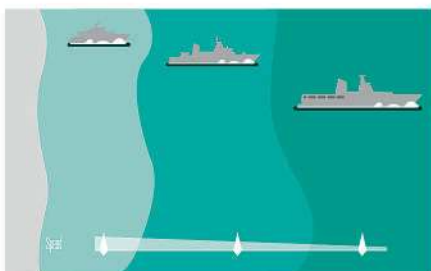
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The maritime zones (from left to right): territorial sea, contiguous zone, EEZ



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- Major General \ Amr Abdel Rahman
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Air Force commander



- Lieutenant General \ Yasser Mohamad
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Air Defense Forces commander



جمهورية مصر العربية

An aerial view of a large number of white model aircraft, possibly drones or gliders, arranged in a grid-like pattern on a dark, textured surface. The aircraft are of various sizes and orientations, creating a sense of depth and scale.

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Morocco Orders Ten Airbus H225M Helicopters in Major Modernisation of Royal Moroccan Air Force

The Kingdom of Morocco has signed a landmark contract with Airbus Helicopters for the acquisition of **ten H225M Caracal** helicopters, marking one of the most significant rotary-wing modernisation steps in the history of the Royal Moroccan Air Force (Forces Royales Air). The new helicopters will replace the country's ageing fleet of SA-330 Puma helicopters, which have been in continuous service for more than 40 years and have long formed the backbone of Morocco's medium-lift capability.

The H225M Caracal, the military variant of Airbus's Super Puma family, has steadily built a reputation as one of the world's most capable platforms for **combat search and rescue (CSAR), special operations, tactical transport, and maritime missions**. With more than 360 H225/H225M helicopters currently in service worldwide, the type has accumulated nearly 980,000 flight hours across a large and diverse user community. Existing military operators include France, Brazil, Mexico, Hungary, Singapore, Indonesia, Thailand, Kuwait, Iraq, and the Netherlands, making Morocco the latest nation to adopt the platform.

Announcing the deal, **Bruno Even**, CEO of Airbus Helicopters, emphasised the long-standing partnership between the company and the Kingdom. "We are honoured that Morocco has chosen to replace its legacy Puma fleet with the H225M," he stated. "This is another step in the partnership we have been building over the decades with the Kingdom of Morocco. The H225M is enjoying strong momentum on the market, and this order further solidifies its reputation as the helicopter of choice for complex missions in tough environments."

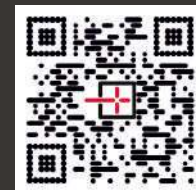
The Royal Moroccan Air Force's new H225Ms will be delivered in a CSAR-focused configuration. This includes a **double rescue hoist**, a **high-intensity searchlight**, the **Safran Euroflir 410 electro-optical system**, provisions for **side-mounted machine guns**, and a comprehensive **electronic warfare self-protection suite**. Together, these enhancements will significantly expand Morocco's ability to conduct long-range extraction missions, especially in challenging weather, mountainous terrain, or contested operational environments.

Beyond aircraft delivery, the contract includes a complete **support and services package**, including connected services, fleet monitoring tools, and logistics support. This approach ensures long-term availability and readiness—an increasingly critical requirement as Morocco invests in integrated airborne capabilities across its armed forces.

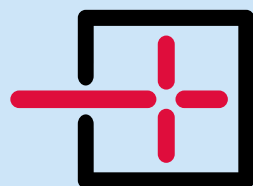


Airbus has maintained a presence in Morocco for more than seven decades. Through **Airbus Atlantic**, a wholly owned subsidiary specialising in composite manufacturing, metallic sub-assemblies, and avionics support, the company has played a key role in the country's aerospace industrial base since 1951. In 2024, Airbus Helicopters further expanded its footprint by announcing the creation of a **dedicated customer centre** in Morocco. This centre already supports approximately 60 Airbus helicopters in service with the Royal Moroccan Air Force, Royal Navy, and Royal Gendarmerie, and is now evolving into a full **maintenance, repair, and overhaul (MRO) complex**. Once fully established, it will act as Airbus's primary regional support hub for **West Africa**, significantly enhancing Morocco's strategic position in the continental aviation sector.

The procurement of the H225M fleet reinforces Morocco's ongoing modernisation of its air assets, aligns with broader defence investment priorities, and strengthens the Royal Moroccan Air Force's ability to respond to emergencies, conduct strategic rescue operations, and support joint missions alongside regional and international partners.



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U.S. Africa Command Commander Visits Morocco, Underscores Enduring Partnership

Gen. Dagvin Anderson, the newly appointed commander of U.S. Africa Command (AFRICOM), conducted an official visit to the Kingdom of Morocco on 20–21 October, reaffirming the long-standing strategic partnership between the United States and one of its most trusted security allies on the African continent. The visit marked Anderson's first engagement with Moroccan counterparts since assuming command and underscored Washington's continued commitment to deepening military cooperation with Rabat.

During his two-day program, Anderson held high-level discussions with senior Moroccan defense leaders, including Abdellatif Loudiyi, Minister Delegate to the Head of Government in charge of the National Defense Administration, and Gen. Mohammed Berrid, Inspector General of the Royal Armed Forces (FAR). Conversations centered on shared security objectives, ongoing cooperation frameworks, and the evolving regional threat landscape, with both sides highlighting the strength and longevity of the U.S.–Morocco defense relationship.

Morocco is one of the United States' oldest partners, with military cooperation dating back more than two centuries. Today, the relationship remains anchored in strategic alignment, interoperability, and joint efforts to enhance regional stability. Anderson praised the extensive history of collaboration, noting that both nations share “a deep bond built on mutual respect, trust, and proactive cooperation.” He emphasized the need for continuous dialogue to ensure the partnership remains responsive to changing security environments.

As part of his visit, Anderson toured Ben Guerir Air Base, a rapidly developing hub for multinational training and a key infrastructure site for Moroccan and U.S. air operations.

He visited the African Partner Flight Training area and reviewed the F-16 training facilities used to support regional airpower development. Anderson also received briefings on the Airborne, Special Operations Forces (SOF) and Infantry Tactics Training Area, where African partner militaries regularly conduct instruction and joint exercises.

The upgraded air base plays a central role in African Lion—the largest annual U.S. military exercise on the African continent—which brings together thousands of troops from the U.S., Morocco, and multiple allied nations. Ben Guerir's ongoing modernization reflects Morocco's ambitions to expand its role as a regional training and operations hub while supporting AFRICOM's commitment to building partner capacity across Africa.

In his remarks, Anderson underscored that the needs of both nations “are constantly evolving,” noting that continual reassessment ensures the partnership remains aligned, effective, and mutually beneficial. He highlighted key areas of joint interest, including counterterrorism, maritime and border security, crisis response, intelligence cooperation, and the strengthening of regional institutions.

Benjamin Ziff, Chargé d'Affaires at the U.S. Embassy in Rabat, echoed this sentiment, stressing that the U.S.–Morocco partnership is built on “trust, mutual respect, and a long history of cooperation.” Anderson's visit, he said, reaffirms America's enduring commitment to advance shared goals of stability, peace, and prosperity across North Africa and the Sahel.

The discussions held during the visit not only reinforced existing ties but also explored future opportunities for expanded collaboration—particularly in advanced training, emerging technologies, and joint approaches to combating regional extremist threats. As security challenges across the continent continue to evolve, both nations remain steadfast in their shared mission to strengthen resilience, support partner nations, and uphold regional stability.

Gen. Anderson's visit ultimately reaffirmed Morocco's status as a cornerstone of U.S. defense engagement in Africa and emphasized AFRICOM's determination to maintain strong, forward-looking cooperation with the Royal Armed Forces.



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U.S. Africa Command Conducts High-End Training with Mauritanian Air Force in Atar

A significant demonstration of U.S. power projection and partner-capacity building took place this week as U.S. Africa Command (AFRICOM), supported by U.S. European Command (EUCOM) and U.S. Strategic Command (STRATCOM), executed a coordinated military training event with the Mauritanian Air Force in Atar, Mauritania. The operation underscored Washington's enduring commitment to strengthening partnerships across the African continent and enhancing regional stability through joint, high-end airpower exercises.

The training brought together Joint Terminal Attack Controllers (JTACs) from U.S. Air Forces in Europe and Africa, who deployed from Vicenza, Italy to Atar. Working alongside their Mauritanian counterparts, the teams conducted advanced ground-to-air coordination drills, sharpening the procedural, communication, and operational skills essential for precision strike missions.

The highlight of the exercise was the participation of a U.S. B-52H Stratofortress, deployed from the 96th Expeditionary Bomber Squadron at Barksdale Air Force Base, Louisiana. The aircraft launched from Morón Air Base, Spain as part of the ongoing Bomber Task Force rotation assigned to EUCOM. Over the Atar training range, Mauritanian and U.S. JTACs guided the B-52 through a series of simulated bombing runs, demonstrating real-world coordination in scenarios mirroring contemporary operational environments.

According to Maj. Gen. Justin Hoffman, Director of Operations at AFRICOM, the exercise represented more than routine training. "This event in Mauritania demonstrates the unwavering commitment of U.S. Africa Command to building strong partnerships and enhancing regional stability," Hoffman stated. "Integrating a B-52 from a Bomber Task Force mission operating under U.S. European Command underscores the seamless global reach and rapid deployment capabilities we maintain with our strategic assets. Such training is not just about building capacity; it's about ensuring interoperability with our partners in a complex security environment and projecting the power necessary to deter threats and defend our mutual interests."


The involvement of the B-52—one of the U.S. military's most iconic long-range bombers—reinforced key strategic messages: the United States retains the ability to deploy strategic assets across hemispheres rapidly, and it remains committed to working with African partners to build resilient, capable, and interoperable defence ecosystems.

Bomber Task Force deployments, such as this one, are designed to enhance readiness by integrating U.S. strategic bomber capabilities with allied and partner forces in diverse theatres. Operating under EUCOM, the aircraft had recently flown transatlantic sorties from the United States to Spain, supporting global assurance measures and reinforcing collective defence commitments.

These missions provide multinational forces with opportunities to refine planning, communication, and targeting procedures, ensuring that U.S. and partner militaries maintain a heightened state of proficiency. For Mauritania—a key U.S. partner in West Africa—the training supports national defence modernization efforts and contributes to broader regional counterterrorism and stability objectives.



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12 BDE Successfully Concludes Field Training Exercise “Fast Track II”

The 12 Motorized Infantry Brigade has successfully concluded its annual Field Training Exercise (FTX), codenamed Exercise Fast Track II, on Wednesday, 19 November 2025. The exercise, conducted in the Keetmanshoop area of the Karas Region, once again demonstrated the high levels of discipline, coordination, and combat readiness of the Namibian Army.

This year's FTX brought together personnel from a wide range of Formations and Units under the Namibian Army, creating a realistic and challenging operational environment to test troops' interoperability and refine their tactical skills. Designed as a controlled, fictitious operation, Exercise Fast Track II allowed commanders to assess how forces respond to complex battlefield scenarios, while providing soldiers with hands-on, mission-oriented training that mirrors contemporary operational demands.

The culmination of the exercise was a large-scale deliberate attack scenario, executed in the early hours morning. The scenario was carefully structured to test the coordinated movement of mechanised and motorised infantry elements, the application of fire support, command and control procedures, and the ability of troops to adapt quickly under simulated combat pressure. Observers, including regional leaders and senior defence officials, witnessed firsthand the professionalism with which troops carried out their assigned tasks.

Following the final phase of the operation, a parade was held where Major General Aktofel Ndengu Nambahu, Commander of the Namibian Army, delivered an address commending all participating members for their dedication and exceptional performance. He highlighted that the FTX had clearly demonstrated the brigade's increasing tactical proficiency and strengthened operational cohesion across the participating units.

“Through this exercise, you have demonstrated resilience, dedication, and a sense of unity and camaraderie,” Major General Nambahu stated. He emphasized that consistent, well-structured training is essential in maintaining a capable and agile fighting force, particularly in the face of evolving regional and global security challenges. The Army Commander stressed the importance of lessons learned during the FTX, noting that they will directly contribute to enhancing the Army's preparedness for future operations.

He also reaffirmed that the exercise directly supports the Army Commander's 2025 Training Directive, which prioritises readiness, professional development, and the continuous improvement of operational standards within the Namibian Army. By integrating realistic field scenarios with a strong emphasis on interoperability and mission command, the exercise contributes to strengthening the Army's overall defensive posture and its ability to protect the sovereignty and territorial integrity of Namibia.

The conclusion of Exercise Fast Track II marks another significant milestone in the 12 Motorized Infantry Brigade's

annual training cycle. The success of this year's FTX once again underlines the Namibian Army's commitment to maintaining high levels of preparedness, discipline, and mission effectiveness. As forces disperse back to their respective bases, they carry with them valuable experience and renewed confidence, ensuring that the Army remains steadfast and ready in defence of the motherland.



© Photos Credit: The Ministry of Defence and Veterans Affairs

CHIEF OF DEFENCE STAFF OF THE GAMBIA ARMED FORCES VISITS RWANDA DEFENCE FORCE

The Chief of Defence Staff of the Gambia Armed Forces (GAF), Lieutenant General Mamat O.A. Cham, is conducting a working visit to the Republic of Rwanda from 12 to 17 October 2025, as part of ongoing efforts to strengthen and institutionalise defence cooperation between the Gambia Armed Forces and the Rwanda Defence Force (RDF). The high-level visit reflects the growing partnership between the two nations, centred on shared commitments to peace, stability, and professional military development across the African continent.

As part of his official itinerary, Lieutenant General Cham met today with the Honourable Minister of Defence of Rwanda, Juvenal Marizamunda, and the Chief of Defence Staff of the Rwanda Defence Force, General MK Mubarakh, at RDF Headquarters in Kigali. During these discussions, both sides reaffirmed their readiness to deepen bilateral defence relations through capacity-building programmes, training exchanges, peacekeeping cooperation, and institutional collaboration.

Lieutenant General Cham received comprehensive briefings on regional security dynamics, Rwanda's expanding role in international peace support operations, and the RDF's approach to military professionalism and strategic planning. The RDF leadership highlighted Rwanda's longstanding contributions to missions under the UN, African Union, and regional arrangements, and explored areas in which Gambian and Rwandan forces can enhance operational synergy.

The Gambia and Rwanda have, in recent years, sought to expand cooperation across multiple defence sectors, including counterterrorism preparedness, military education, logistics, and command-level training. Rwandan military institutions—such as the Rwanda Peace Academy (RPA), Command and Staff College (RDF-CSC), and various specialised training centres—have become important destinations for African militaries seeking advanced training. The Gambian side expressed strong interest in furthering collaboration in officer development, non-commissioned officer (NCO) professionalisation, peacekeeping pre-deployment training, and civil-military cooperation best practices.

The visit also underscores the complementary strengths of the two-armed forces: while the Gambia continues to modernise and restructure its defence institutions following years of reform, Rwanda has developed a widely recognised model of disciplined, agile, and operationally capable forces. The exchange of experiences between the two countries contributes directly to strengthening African-led solutions to security challenges.

Beyond official meetings, Lieutenant General Cham visited the Kigali Genocide Memorial, where he paid profound respects to the victims of the 1994 Genocide against the Tutsi. He also toured the Campaign Against Genocide Museum, gaining insight into Rwanda's history, its path toward reconciliation, and the role of the armed forces in protecting national unity and preventing future atrocities. The visit served as a reminder of the importance of strong, responsible, and people-centred defence institutions.

Throughout the remainder of his stay, the Gambian Chief of Defence Staff will tour several institutions affiliated with the Ministry of Defence and the Rwanda Defence Force. These include training academies, operational units, and strategic institutions that form the backbone of Rwanda's defence architecture. Engagements during these visits are expected to further identify areas of cooperation and lay groundwork for future bilateral agreements.



Lieutenant General Cham's official visit marks an important milestone in Gambia–Rwanda defence relations, reinforcing a shared vision of African security cooperation based on professionalism, mutual respect, and collective responsibility. Both countries remain committed to building a partnership that strengthens national defence capabilities and contributes to broader regional peace and stability.

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Fostering Lasting Solidarity in SADC Air Forces

A strengthened partnership as the Zambian Air Force deepens cooperation with the South African Air Force



Camaraderie and regional solidarity were on full display as the Zambian Air Force (ZAF) continued its goodwill engagement with the South African Air Force (SAAF). The Chief of the Zambian Air Force, Lieutenant General Oscar Nyoni, arrived at Air Force Base (AFB) Ysterplaat on 19 November 2025, marking a key stop in his week-long official visit to South Africa aimed at expanding defence cooperation within the Southern African Development Community (SADC).

Upon arrival, Lieutenant General Nyoni—accompanied by Brigadier General Nicholas Molomo and senior members of his delegation—was welcomed by the leadership of AFB Ysterplaat before undertaking a comprehensive tour of the Base's operational facilities. The delegation visited the 2 Air Servicing Unit (Detach), where they received a detailed overview of the technical and maintenance structures that support the SAAF's aviation readiness. They also toured the Base museum, gaining historical context on South Africa's air power evolution and its role in regional security.

Far from a routine courtesy visit, the tour provided the Zambian delegation with valuable insights into the SAAF's equipment, capabilities, and operational systems. It allowed both sides to examine areas of commonality, compare maintenance procedures and mission support mechanisms, and explore practical avenues for enhanced cooperation.

Speaking to personnel from both Air Forces, Lieutenant General Nyoni underscored the significance of this engagement, describing the visit as “an opportunity to strengthen skills exchange, build capability, and share information across crucial domains such as air defence, intelligence, and cyber security.” He emphasized that joint initiatives between the ZAF and SAAF would not only improve interoperability but would also reinforce trust and mutual understanding—key elements for addressing emerging security threats in the region.

He further highlighted the potential for expanded joint training programmes, combined exercises, and professional exchanges between the two Air Forces. Such collaboration, he noted, would contribute to improved combat readiness while deepening understanding of each other's systems, doctrines, and operational cultures. “Through such initiatives,” Lieutenant General Nyoni remarked, “we build trust and become better prepared to address shared security challenges together.”

The Base tour was led by the Officer Commanding AFB Ysterplaat, who provided the Zambian delegation with an in-depth briefing on the Base's capabilities, technical units, and specialised functions. The engagement reflected the shared commitment of both Air Forces to strengthen bilateral ties and contribute to stability within the SADC region.

As South Africa and Zambia continue to promote cooperation founded on professionalism, respect, and a shared vision for regional security, this visit further highlighted the enduring bond between their Air Forces. Both the ZAF and SAAF remain united in their mission to protect the sovereignty of their nations and support broader SADC regional security objectives.

© Source: South African Defence Forces- by Corporal Khanyisile Gina.
Ad Astra Magazine, Photos by Warrant Class 2 Lackan Ferris



SmartEye ST-1 traffic-monitoring system

In 2025, Croatia completed the acquisition of nearly one hundred SmartEye ST-1 traffic-monitoring systems from PolCam Systems, a WB GROUP company specializing in road-safety technologies. This final delivery, received in November by the Croatian police, concludes the latest phase of a long-term modernization effort aimed at strengthening national traffic enforcement capabilities.

PolCam Systems first entered the Croatian market in 2019 after winning a tender to supply fifty tripod-mounted speed-enforcement units. Since then, Croatian authorities have consistently expanded their reliance on WB GROUP technologies. In 2023, a multiyear framework agreement was signed for more than 150 additional devices, covering both fixed installations and mobile equipment.

The newly delivered SmartEye ST-1 units have been fully integrated with Croatia's central enforcement and management system. WB GROUP also provides maintenance, technical support, and servicing, ensuring continuous operational readiness. The company is now preparing to upgrade the original 2019 units to the latest configuration standard.

SmartEye ST-1 is an advanced enforcement platform capable of detecting speeding, red-light violations, and other traffic infractions. It captures Full HD evidential material and performs reliably under diverse environmental conditions.



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The system complies with European standards, supports third-party IP cameras, and integrates with national databases. The Croatian configuration includes additional cameras providing continuous 24/7 monitoring, with each violation automatically accompanied by a short video clip.

The SmartEye solution also features precise license-plate recognition and identification of vehicle characteristics such as make, model, colour, and type. High-resolution imaging enables detection of secondary offences, including unfastened seat belts and mobile-phone use. The successful deployment highlights the strength, reliability, and adaptability of WB GROUP technologies in international environments.

Nigeria – Munitions, Precision Bombs, and Precision Rockets

The State Department has recently made a determination approving a possible Foreign Military Sale to the Government of Nigeria of Munitions, Precision Bombs, and Precision Rockets and related equipment for an estimated cost of \$346 million. The Defense Security Cooperation Agency delivered the required certification notifying Congress of this possible sale today.

The Government of Nigeria has requested to buy one thousand two (1,002) MK-82 general purpose 500 lb bombs; one thousand two (1,002) MXU-650 Air Foil Groups (AFGs) for 500 lb Paveway II GBU-12; five hundred fifteen (515) MXU-1006 AFGs for 250 lb Paveway II GBU-58; one thousand five hundred seventeen (1,517) MAU-169 or MAU-209 computer control group (CCG) for Paveway II GBU-12/GBU-58; one thousand two (1,002) FMU-152 joint programmable fuzes; and five thousand (5,000) Advanced Precision Kill Weapon System II (APKWS II) all-up-rounds (AURs) (consisting of one each WGU-59/B guidance section (GS); high-explosive warhead; and MK66-4 rocket motor). The following non-MDE items will also be included: FMU-139 joint programmable fuzes; bomb components, impulse cartridges, and high-explosive and practice rockets; integration support and test equipment; U.S. Government and

contractor technical, engineering, and logistics personnel services; and other related elements of logistical and program support. The total estimated program cost is \$346 million.

This proposed sale will support the foreign policy goals and national security objectives of the United States by improving the security of a strategic partner in Sub-Saharan Africa. The proposed sale will improve Nigeria's capability to meet current and future threats through operations against terrorist organizations and to counter illicit trafficking in Nigeria and the Gulf of Guinea. Nigeria will have no difficulty absorbing these munitions into its armed forces. The proposed sale of this equipment will not alter the basic military balance in the region.

The principal contractors will be RTX Missiles and Defense, Tucson, AZ; Lockheed Martin Corporation, Archibald, PA; and BAE Systems, Hudson, NH. At this time, the U.S. Government is not aware of any offset agreement proposed in connection with this potential sale. Any offset agreement will be defined in negotiations between the purchaser and the contractor. Implementation of this proposed sale will not require the assignment of any additional U.S. Government or contractor representatives to Nigeria. There will be no adverse impact on U.S. defense readiness as a result of this proposed sale.

The description and dollar value are for the highest estimated quantity and dollar value based on initial requirements. Actual dollar value will be lower depending on final requirements, budget authority, and signed sales agreement(s), if and when concluded.

ASOB CONDUCTS ORI AT 69 AIRBORNE FORCE



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The Army Special Operations Brigade (ASOB) has conducted an Operational Readiness Inspection (ORI) at the 69 Airborne Force in Tamale to assess and enhance the Unit's operational efficiency, an exercise carried out on Friday 14 November 2025.

The Assessment Team, led by the Brigade Chief Training Officer, Colonel Mintah-Agyeman, evaluated the Unit's operational posture and preparedness, particularly in the context of countering potential violent extremism. The exercise formed part of routine checks by the Brigade Headquarters to ensure that subordinate units maintain a superior state of combat readiness. The Commander Rear, Lieutenant Colonel AJ Kwarteng, briefed the Team on the Unit's operational state.

He reiterated the Unit's commitment to maintaining the highest standards of training, discipline and professionalism expected of a specialized force within the Ghana Army. He assured the Team of the Unit's unwavering dedication to its mandate and readiness for tasking. During the inspection, the Team thoroughly examined the Field Service Marching Order (FSMO) of personnel as well as the Unit's vehicles, armoury, magazine, quarter guard and all designated duty posts to confirm compliance with established operational, administrative and security requirements. The ORI was climaxed with the activation of one of the Unit's contingency plans, demonstrating the soldiers.

UNMISS GHANBATT 12 HANDS OVER TO GHANBATT 13



The United Nations Mission in South Sudan (UNMISS) has witnessed the handing and taking over ceremony between Ghanaian Battalions (GHANBATT) 12 and 13 at the GHANBATT Headquarters in Bentiu, South Sudan on Friday 07 November 2025. It marked the official transfer of authority and command of the area of responsibility from the Commanding Officer (CO) of GHANBATT 12, Lieutenant Colonel (Lt Col) Godfred Asampong to CO GHANBATT 13, Lt Col Edmund Teye Kojo Tekpetey. The Guest of Honor for the ceremony, Sector Commander, Brigadier General Zewdu Endris Yimer commended Lt Col Asampong for his professionalism and leadership.

GHANA NAVY RECEIVES BOAT FROM UK GOVERNMENT



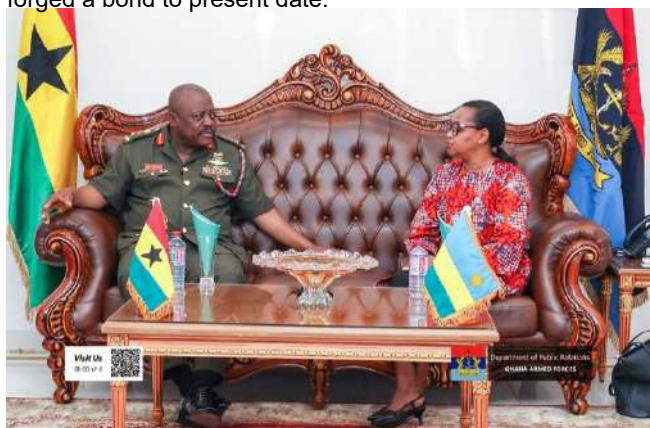
The Ghana Navy has received a patrol boat from the Government of the United Kingdom (UK) to boost riverine and maritime security operations.

During the handing-over ceremony at the Eastern Naval Command on Thursday 20 November 2025, the British Defence Attaché (DA) to Ghana, Commander Richard Walters commended the Ghana Navy for its commitment to riverine operations.

He described the boat as a reliable workhorse widely used by the Royal Navy given its durability and added that Ghanaian engineers have recently undergone technical training in Senegal to enhance maintenance and operational efficiency of the boat. Commander Walters highlighted Ghana's ongoing investment in maritime assets and stressed the importance of protecting the country's Exclusive Economic Zone amid rising maritime threats. He reaffirmed the UK's continued support, alongside contributions from partners such as Denmark and the United States in hydrographic development and maritime capability enhancement. Representing the Chief of the Naval Staff (CNS), Commodore Stephen Billins Nyam, Deputy Chief Staff Officer (Operations & Training) at Naval Headquarters expressed profound appreciation to the UK Government and gave an assurance that the Ghana Navy would put the vessel to optimal use to enhance operations at sea and along the rivers.

RWANDAN HIGH COMMISSIONER TO GHANA VISITS CDS

Rwandan High Commissioner to Ghana, Her Excellency (HE) Rosemary Mbabazi has paid a courtesy call on the Chief of the Defence Staff (CDS), Lieutenant General (Lt Gen) William Agyapong to strengthen bilateral cooperation between the two countries on Wednesday 5 November 2025. In her remarks, HE Mbabazi congratulated Lt Gen Agyapong on his promotion and appointment. She lauded the longstanding partnership between Rwanda and Ghana, which she traced back to the critical period of the Rwandan genocide. She noted that the solidarity shown by Ghana during that period forged a bond to present date.



COAS IN KEBBI, ORDERS TROOPS TO INTENSIFY RESCUE OF ABDUCTED SCHOOL GIRLS



© HQ Nigerian Army

The Chief of Army Staff (COAS), Lieutenant General Waidi Shaibu, has directed troops of Operation FANSAN YANMA to intensify efforts in securing the release of students abducted from Government Girls Comprehensive Senior Secondary School (GGCSS) Maga, Danko/Wasagu LGA, Kebbi State. The directive was issued today, Monday 17 November 2025, during an operational tour to the state.

Addressing frontline commanders and troops, Gen Shaibu charged them to conduct intelligence-driven operations and maintain relentless day-and-night pursuit of the abductors. "We must find these children. Act decisively and professionally on all intelligence. Success is not optional," he stated.

The COAS also engaged local vigilantes and hunters, describing them as critical partners in the operation. He urged them to leverage their knowledge of the terrain in collaboration with troops to locate and neutralize criminal elements. "Together, we will restore peace and ensure children can attend school safely," he emphasized.

Earlier, Gen Shaibu paid a condolence visit to the Traditional Ruler of Danko, Alhaji Abubakar Ibrahim Allaje, and the Principal of GGCS Maga, Hajiya Rabi Musa Magaji, assuring them of the military's unwavering commitment to rescuing the abducted students unharmed. Gen Shaibu enjoined troops to remain resilient and professional, urging them to act within the rules of engagement while remaining responsive, disciplined, and resolute in restoring peace to Kebbi State and surrounding areas.

COURTESY VISIT TO THE CHIEF OF NAVAL STAFF BY THE VICE PRESIDENT CHINA NORTH INDUSTRIES CORPORATION

On Wednesday, 19 November 2025, the Vice President of China North Industries Corporation (NORINCO), Mr Quian Wenyu paid a courtesy visit to the Chief of Naval Staff, Vice Admiral Idi Abbas (Admiralty Medal) at Naval Headquarters Abuja. The NORINCO VP congratulated the CNS on his appointment and thanked him for receiving them at NHQ. Thereafter, he introduced NORINCO as the largest defence industry equipment company in China. He further explained that NORINCO supplies a wide variety of defence equipment to the People's Liberation Army (PLA) of China and that the company also had a good history working with the Armed Forces of Nigeria. Thereafter, he itemized certain areas where they could provide equipment support to the NN.



CAS VISITS NORTHWEST OPERATION FANSAN YAMMA SECTOR 2



The Chief of the Air Staff (CAS), Air Marshal Sunday Kelvin Aneke, has reaffirmed the Nigerian Air Force's determination to eliminate terrorists, insurgents, and criminal elements threatening national stability. During an operational visit to the Air Component of Operation FANSAN YAMMA (OPFY) Sector 2/213 FOB Katsina, he charged personnel to intensify efforts in line with the directive of the President and Commander-in-Chief, His Excellency President Bola Ahmed Tinubu, GCFR, to decisively neutralise all threats to Nigerians. Emphasising that heightened security complexities and the sacrifices of fallen heroes demand unwavering focus, he stressed that federal support through modern platforms, advanced weaponry, and enhanced training must translate into ruthless precision and operational dominance. "We cannot relent for a moment," he cautioned. "The nation is counting on us to restore peace and reclaim every inch of territory challenged by insurgents and criminals." Commending the courage and professionalism of troops, Air Marshal Aneke declared that the NAF will remain relentless until all threats to national sovereignty are neutralised. "Wherever they hide, whether in forests, valleys, or remote villages, our forces will find them, and we will strike with precision.

Our mission is clear: to hunt them down and to protect our people." He underscored that decisive warfare must be matched with robust welfare, affirming that personnel safety, training, motivation, and equipment will remain top priorities. "A force that fights hard must also live well," he said, reaffirming ongoing investments in modern capabilities, intelligence systems, and technology-driven operations to secure long-term strategic advantage in the air and on the ground. In his welcome remarks, the Air Officer Commanding Special Operations Command, Air Vice Marshal Ahmed Idris, assured the CAS of the troops' unwavering readiness to actualise his strategic vision for the NAF. The Air Component Commander, Air Commodore CE Illoh, also briefed the CAS on the campaign plan, recent operational gains, and evolving strategies across the theatre.

Accompanied by senior officers, the CAS toured operational and administrative facilities including the Operation, Engineering and Logistics areas as well as medical and sporting infrastructure, before holding an interactive durbar with personnel. "You represent the pride of our nation and the hope of millions who sleep in peace because you stay awake," he told them. "This fight is about securing our future. Every flight must count, employing actionable intelligence to achieve a defined contribution to the overall campaign plan".

Combating Piracy in Africa: Trends, Challenges, and Regional Security Responses

Combating piracy in Africa remains a critical priority for regional stability, economic development, and the protection of maritime trade routes. Across the continent, piracy and armed robbery at sea continue to evolve, driven by political instability, unemployment, transnational criminal networks, and limited naval capacity. Although specific hotspots shift over time, the main centres of maritime insecurity remain the Gulf of Guinea, the Horn of Africa, and the Mozambique Channel. Addressing these threats requires coordinated action among African states, regional organizations, international partners, and the private sector. Modernization of naval fleets, enhanced maritime domain awareness, and strengthened legal frameworks are essential for long-term success.

In the Gulf of Guinea—stretching from Senegal to Angola—piracy has reached levels that surpass those once seen off Somalia. The region hosts some of Africa's most important oil and gas infrastructure, crowded shipping lanes, and offshore operations that create attractive targets for criminal groups. Unlike Somali pirates who typically hijacked ships to negotiate ransom, Gulf of Guinea pirates focus on kidnapping crew members, stealing cargo, and conducting armed attacks. Many attacks originate from the Niger Delta, where complex river networks provide concealment and rapid escape routes. Groups operating in this environment are often heavily armed and capable of executing operations far from shore.

To counter these threats, West and Central African countries implemented the Yaoundé Architecture for Maritime Security in 2013. This framework links ECOWAS, ECCAS, and the Gulf of Guinea Commission in a cooperative structure that includes regional coordination centres and multinational maritime zones. Joint patrols, shared intelligence, and real-time communication have improved responses to pirate attacks, while international partners such as the EU, United States, and United Kingdom provide training, technical assistance, and support for vessel maintenance. Although progress is evident, limited budgets, aging fleets, corruption, and weak enforcement mechanisms still restrict operational effectiveness. The socio-economic issues driving piracy also remain unresolved, sustaining recruitment into criminal networks.

In the Horn of Africa, Somali piracy has declined significantly from its peak in the early 2010s, due in large part to international naval operations, armed guards onboard merchant vessels, and adherence to Best Management Practices. However, piracy has not been eradicated. Occasional attacks and suspicious approaches continue to occur, particularly in areas where the Somali government exerts limited control. Illegal fishing by foreign vessels further fuels resentment in coastal communities and contributes to a cycle of insecurity. The rise of extremist groups like Al-Shabaab adds another layer of instability. Regional navies—including those of Somalia, Kenya, Djibouti, and Tanzania—still rely heavily on external support to maintain surveillance and patrol capabilities. Weapons smuggling, human trafficking, and illicit trade routes across the Red Sea create additional maritime security concerns that complicate anti-piracy efforts. Further south, the Mozambique Channel faces emerging threats linked to the insurgency in Cabo Delgado. Although not traditional piracy, violent extremist groups use coastal areas for smuggling, logistics, and attacks on critical infrastructure, including energy projects.



This creates a hybrid security environment where insurgency, criminality, and maritime piracy tactics overlap. The Mozambique Channel is strategically crucial for international shipping, making stability in the region a priority for both African governments and global stakeholders. Joint patrols under the Southern African Development Community, along with support from the EU and other partners, aim to enhance maritime security, but capability gaps remain significant. Investments in surveillance systems, patrol vessels, and maritime aviation assets are slowly improving response capacity across Mozambique, Tanzania, Madagascar, and South Africa.

Several underlying factors continue to fuel piracy across Africa. Weak maritime domain awareness remains a major issue, as many countries lack coastal radar, satellite coverage, and the command-and-control systems needed to detect threats early. Economic hardship and youth unemployment create fertile ground for recruitment by criminal networks. Governance challenges, including corruption within port authorities and law enforcement, allow illicit activities to flourish. Limited naval resources—often characterized by outdated vessels, insufficient fuel supplies, and inadequate maintenance—restrict the ability of navies and coast guards to conduct sustained operations. Illegal, unreported, and unregulated fishing by foreign fleets destroys local livelihoods and further incentivizes participation in maritime crime. In recent years, African states and international partners have begun strengthening cooperation to address these challenges. Multinational exercises such as Obangame Express, Cutlass Express, and Phoenix Express improve interoperability and crisis-response capabilities.

Many African navies are investing in new patrol vessels, offshore patrol vessels (OPVs), fast interceptors, maritime surveillance drones, and coastal radar systems. International partners including the US, EU, Turkey, China, France, and the UK provide training, capacity-building, and equipment donations. Legal reforms in several countries have introduced clearer frameworks for prosecuting piracy, reducing impunity and strengthening deterrence. At the same time, technological innovation is transforming maritime security. Improved AIS monitoring, coastal radar networks, satellite imagery, and unmanned aerial vehicles allow states to monitor large ocean areas more effectively. Regional coordination centres increasingly share information on suspicious vessels, smuggling routes, and criminal networks, helping to disrupt piracy before attacks occur. Partnerships between navies, coast guards, and the private sectors such as shipping companies and port operators—play an essential role in risk reduction.

The future of combating piracy in Africa depends on sustained commitment to maritime governance, economic development, and operational cooperation. Naval modernization must continue, but it must be accompanied by broader measures addressing the root causes of maritime crime. Expanding job opportunities in coastal communities, improving fisheries governance, strengthening port security, and enhancing intelligence sharing are essential parts of a long-term solution. Africa's maritime domain is vital for trade, energy security, and national development. Protecting these waters is not only a regional priority but a global responsibility, as instability in African seas has direct implications for international commerce and global security.

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Piracy in Africa will remain a challenge as long as economic inequality, governance issues, and security gaps persist. However, with growing regional awareness, strengthened partnerships, and continued modernization of naval capabilities, African nations are better positioned than ever to secure their maritime spaces. Ensuring safe seas will support economic growth, protect critical infrastructure, and promote stability throughout the continent. Combating piracy is a long-term effort requiring cooperation, resilience, and strategic investment, but it is essential for Africa's future prosperity and the security of international maritime trade.



Tunisian Armed Forces

The Tunisian Armed Forces represent one of North Africa's most stable, disciplined and internationally cooperative militaries. Despite their relatively modest size, they form a balanced tri-service structure consisting of the Tunisian Army, Air Force and Navy, supported by paramilitary elements such as the 12,000-strong National Guard. Their primary missions include counter-terrorism, border protection, internal stability, maritime security and participation in international peacekeeping. Over the years, Tunisia has contributed troops to United Nations missions in the Democratic Republic of Congo, Côte d'Ivoire, Cambodia, Namibia, Somalia, Rwanda, Burundi, and Ethiopia/Eritrea, demonstrating a long-standing commitment to global peace and regional stability.

The Tunisian Army is the largest branch, with approximately 27,000 personnel. It is structured around three mechanised brigades based in Kairouan, Gabès and Béja. Each brigade consists of one armoured regiment equipped with M60 Patton tanks, two mechanised infantry regiments using M113 armoured personnel carriers, an artillery regiment operating M198 howitzers and a reconnaissance company equipped with AML-90 armoured cars. Additionally, the Army fields a Saharan territorial group deployed in Borj el-Khadra and Remada to secure the desert borders, a Special Forces Group trained for high-risk operations, and a dedicated military police regiment. Tunisia's land forces, while not heavily armoured compared to some regional neighbours, are structured efficiently for mobile defence, counter-terrorism and maintaining territorial integrity.

The Tunisian Air Force, with about 4,000 personnel, plays a crucial role in surveillance, rapid response, border monitoring and aerial support to ground forces. Its combat fleet is centred around Northrop F-5E and F-5F Tiger II fighters. Tunisia also maintains an extensive inventory of training and light attack aircraft such as the Aero L-59T, Aermacchi MB-326 variants and SIAI Marchetti SF-260s, which support both pilot training and counter-insurgency missions. The Air Force's transport capability is robust and includes a fleet of Boeing 737-700/BBJ, Dassault Falcon 20s, multiple C-130 variants, Aeritalia G.222 transports and L-410 Turbolets. This provides Tunisia with strong logistical capacity for humanitarian relief, troop transport and regional operations. Tunisia possesses one of the most diverse helicopter fleets in the region. It includes MD-500 Defender light attack helicopters, SA-342 Gazelle anti-tank helicopters armed with HOT missiles, HH-3E and S-61R Pelican helicopters for search-and-rescue and naval duties, and a range of transport helicopters such as AB-412, AB-212, AB-205, UH-1H, S-76 and SA-330 Puma. The recent delivery of eight UH-60M Black Hawk helicopters from the United States between 2017 and 2018 significantly upgraded Tunisia's capabilities for troop transport, medical evacuation and counter-terror operations. Tunisia also operates a growing range of UAVs including ScanEagle systems, NASNAS Mk1, Super Nasnas and the domestically developed Jbelassa UAV. In recent years, the United States has become Tunisia's most important defence partner. Washington has supplied a range of systems including night-vision devices valued at nearly \$2 million, border surveillance sensors worth an additional \$20 million, and counter-terrorism vehicles such as Pitbull VX armoured units.

©Africom- Tunisian Army in Field training





© Africom- In continuing a relationship of more than 200 years, General Dagvin Anderson, commander of U.S. Africa Command, met with Tunisian Minister of National Defense Khaled Shilifor discussions and demonstrations on how U.S.-Tunisia defense engagements have advanced its Tunisia's military operational and security efforts capacity and contributions to regional security.

In 2016, Tunisia received 24 OH-58D Kiowa Warrior armed reconnaissance helicopters, further enhancing aerial intelligence and light attack capabilities. In 2019, the United States approved a major foreign military sale for 12 T-6C Texan II trainer aircraft worth \$234 million. These aircraft will replace Tunisia's aging training fleet and modernize the Air Force's pilot training pipeline, which is vital for sustaining counter-terrorism and border patrol operations. These acquisitions underline the close strategic cooperation between the two nations.

The Tunisian Navy consists of about 4,800 personnel and is tasked with safeguarding the nation's Mediterranean coastline, countering smuggling and trafficking, protecting fishing zones and conducting search-and-rescue missions. Its fleet includes a wide mix of fast attack craft, coastal patrol boats and offshore patrol vessels. Major combatants include three Combattante III-M class fast attack craft armed originally with MM-40 Exocet missiles, six Type-143 Albatros class vessels and several older P-48 Bizerte class patrol boats. Mine warfare capabilities are provided by Kondor-II class minesweepers, while older Adjutant-class units have been retired. Tunisia also operates multiple classes of patrol boats including Lestrel, Bremse, Socomena, Gabes, Rodman-38 and Tazarka types, forming the backbone of daily coastal security operations.

In recent years, Tunisia has made a major leap in naval modernisation through the acquisition of four Damen MSOPV 1400 offshore patrol vessels, ordered in 2016. Built in Romania, these 72-metre vessels displace over 1,280 tons, feature advanced navigation and surveillance systems, and significantly enhance Tunisia's ability to maintain maritime domain awareness and conduct long-range patrols. The first of class, Jugurtha (P610), has already entered service. Parallel to this, the United States supplied 26 SAFE Boats International patrol craft beginning in 2012 and supported the installation of 13 coastal radar stations to strengthen Tunisia's maritime security architecture. Tunisia has also invested in local shipbuilding through the SCIN company, which is producing domestically built patrol vessels for the Navy. Tunisia's defence expenditure reached approximately 2.08% of GDP in 2018, driven largely by the country's security situation following instability in neighbouring Libya and the ongoing need to counter extremist groups operating in mountainous and desert areas. Key procurement priorities include improved border security, enhanced air mobility, better maritime surveillance and expanding night-operations

capability. The United States, Germany, Italy and France remain Tunisia's most important defence partners, providing equipment, training and financial assistance. Additional support initiatives include the provision of Maule MX-7 surveillance aircraft for border monitoring and continuous development of Tunisia's radar and early-warning systems.

As Tunisia continues to navigate regional instability, economic pressures and the challenges of protecting a long land border with Libya and an extensive maritime zone, its Armed Forces remain central to maintaining national stability. The steady modernization of its Army, Air Force and Navy, combined with international partnerships and investment in surveillance and mobility, has strengthened Tunisia's ability to respond to emerging threats. With enhanced aerial reconnaissance capabilities, modern offshore patrol vessels, expanded border-security technology and a disciplined ground force, Tunisia is positioned to remain a key contributor to stability in the Mediterranean and North African security environment.



© Two American patrol boats transferred from the U.S. Navy to Tunisia sit side by side during a ceremony in Tunis on April 17, 2025. (U.S. 6th Fleet)



© 1st Sgt. Randall Townsend, Africom - Major General Mohamed El Ghoul, Army Chief of Staff of Tunisia, addresses distinguished visitors at Camp Rimel, Bizerte, Tunisia, April 29, 2025, during exercise African Lion 2025



Fighting Vehicle „Milosh “Used During Skill Assessment of SAF Unit for Engagement in Peacekeeping Operation in Lebanon

At the “South” Base and the “Borovac” Training Ground, a tactical exercise “Serbian Shield 26” was carried out, aimed to check the competence and interoperability of an infantry company from the 2nd Army Brigade for engagement in the United Nations peacekeeping operations in Lebanon.

The exercise presents the final phase of several months of individual and collective preparations of the unit’s members for the execution of tasks in the area of operations in Lebanon, where our company is engaged as part of the Spanish contingent.

During the exercise, the unit’s members solved tactical tasks adapted to those tasks that they may experience in accordance with the mission mandate. The training was intensive, and included reaction of patrols and teams in the event of an attack or encounter with mines and explosive devices, as well as the crowd control, vehicle checkpoint and convoy security, implementation of negotiation techniques, and medical care. During the skill assessment, an armored fighting vehicle “Milosh” was deployed.

Control of unit deployment coordination, propriety of actions, and respect of international standards for MOS (Military Occupational Specialty) skill level to be achieved by a unit was assessed by a team from the SAF Chief of Staff.

SAF has engaged an infantry company in Lebanon since 2013.

The Milosh 4x4 is a modern, multi-role armoured combat vehicle designed to support a wide spectrum of police and military missions. Built around a self-supporting armoured hull and equipped with an advanced drive system, automatic transmission, and independent suspension, the vehicle delivers high mobility across all terrains and weather conditions, with a maximum combat weight exceeding 14 tons. Its versatility allows deployment in patrol and reconnaissance missions, command and control roles, special operations support, anti-guerrilla and anti-terrorism activities, anti-tank operations, and border or territorial surveillance. The platform is offered in several dedicated variants, including a joint tactical command vehicle, artillery support vehicle, anti-tank version, artillery reconnaissance and fire-control vehicle with integrated electronic direction finders, and an ambulance configuration.

Powered by a 300 HP CUMMINS ISB 300 diesel engine positioned at the front, and paired with an Allison 3500SP automatic transmission, the Milosh reaches speeds above 110 km/h. Its armoured steel hull provides ballistic protection up to STANAG 4569 Level III at the front and Level II on the sides, while anti-mine protection meets STANAG 4569 Levels IIa and IIb. The design supports a wide range of weapon systems, including remote weapon stations with 12.7 mm machine guns, manned turrets with machine guns or grenade launchers, long-range anti-tank guided missile systems (5–8.5 km), air-defence rocket systems, and various electro-optical or radar surveillance suites mounted on telescopic masts. The vehicle features five firing loopholes, protected observation points, air-conditioning and NBC protection, modern communication systems, a command information suite, and day/night driving cameras. Run-flat wheels with central tire inflation preserve mobility for up to 50 km after tire damage, while 20-inch rims and a high 420 mm ground clearance enhance off-road performance. The modular add-on armour enables rapid field replacement and scalable protection levels. The Milosh accommodates eight personnel, with four dismounts accessing the rear via a hydraulic ramp or door, and four entering through side doors.

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Israel MOD Signs Multi-Billion Dollar Contract with Rafael to Expand Serial Production of Iron Dome System



© Rafael

On 21 November 2021, the Director General of the Israel Ministry of Defense (IMOD), Major General (Res.) Amir Baram, signed a procurement order that will accelerate the production of the Iron Dome defense system. The signing ceremony at the IMOD's headquarters was held under the chairmanship of Defense Minister Israel Katz and with the participation of the Head of the Ministry's Directorate of Defense Research & Development (DDR&D), Brig. Gen. (Res.) Dr. Daniel Gold; U.S. Defense Attaché, Maj. Gen. Aaron Drake; Executive Vice President Marketing & Business Development at Rafael, Brig. Gen. (Res.), Nir Halamish; Head of the Ministry's Finance Department, CPA Dekel Cohen; Legal Advisor to the Defense Establishment, Attorney Hila Erlich Omer; and additional senior officials.

The contract follows comprehensive negotiations led by Director of the Israel Missile Defense Organization (IMDO) Moshe Patel, the Israeli Programs at the U.S. Missile Defense Agency (MDA), and Senior VP and Head of Air Defense Systems Division at Rafael, Shlomo Toaff. Under this agreement, Rafael will deliver a substantial quantity of Iron Dome interceptors to the IMOD and the IDF. The \$8.7 billion U.S. aid package, approved by Congress in April 2024, includes a dedicated \$5.2 billion allocation to enhance Israel's air defense systems, including Iron Dome, David's Sling, and the high-powered Laser Defense System, which is currently in its final phase of development.

The Iron Dome system, developed in Israel and manufactured in collaboration with the U.S. government, provides defense against short and medium-range rocket and missile threats, as well as UAV threats. Throughout the recent war, the system has exhibited outstanding performance with remarkable interception rates, delivering crucial protection to Israel's home front against missile, rocket, UAV, and cruise missile attacks. Featuring cutting-edge technologies, Iron Dome ranks among the world's most sophisticated air defense systems. Rafael Advanced Defense Systems is the prime contractor for the Iron Dome defense system, collaborating with ELTA Systems, a division of Israel Aerospace Industries (IAI), and mPrest. The U.S. MDA maintains a pivotal role in developing and producing Israel's

multi-layered defense systems, including David's Sling and Arrow, while manufacturing Iron Dome components. The enduring strategic partnership between the MDA and the IMDO continues to secure Israel's technological edge in air defense.

Defense Minister Israel Katz: "The Iron Dome system has become one of the world's finest air defense systems in history. Over the years, and particularly during recent military operations, Iron Dome has protected our nation's skies and successfully intercepted thousands of threats from Gaza, Lebanon, and other theaters – serving as a protective shield for Israeli citizens against those who threaten us. Today's signing of this landmark contract represents a strategic leap forward that will significantly reinforce our air defense capabilities against adversaries who remain relentless in their efforts to threaten Israel's security. This agreement stands as further testimony to the depth and strength of our alliance with the United States and to the robust cooperation between our nations. Together, we will continue developing and enhancing the world's most advanced air defense systems – ensuring the security of our state and Israel's strategic superiority for decades to come."

Director General of the Ministry of Defense, Major General Amir Baram: "In accordance with the Ministry's strategy, we remain committed to strengthening the readiness and operational capacity of the IDF in an increasingly complex security environment. The Iron Dome system has fundamentally transformed the battlefield, demonstrating unprecedented interception capabilities on a global scale against a vast spectrum of threats. This contract will dramatically enhance the multi-layered defense posture and strategic stability of the State of Israel. Joint production in Israel and the United States exemplifies the potential of our technological and industrial partnership – a collaboration the Israel Ministry of Defense is eager to expand across additional systems and domains."

Chairman of Rafael, Dr. Yuval Steinitz: "The procurement of interceptors from Rafael marks a significant leap forward that will secure Israel's decisive technological advantage for years to come. We remain committed to providing the defense establishment with the most advanced, groundbreaking solutions in the world, to protect the nation's skies — both the front lines and the home front. This latest procurement is a clear testament to the strength of Israel's defense industry and to the critical importance of local production. Rafael provides not only exceptional operational capabilities but also plays a vital role in national economic growth and in reinforcing Israel's position as a global technological powerhouse."

President and CEO of Rafael, Yoav Tourgeman: "Rafael welcomes the accelerated procurement of Iron Dome interceptors and the continued cooperation with the U.S. Missile Defense Agency and Israel's Directorate of Defense Research and Development (MAFAT). Over the past two years, Rafael's air-defense systems, Iron Dome and David's Sling, have played a major role in Israel's air defense and have repeatedly demonstrated their exceptional ability to intercept a wide range of threats targeting Israeli civilians; soon, they will be joined by the first operational laser-based defense system emerging from Rafael's production lines. The expanded procurement reflects renewed confidence in Iron Dome, which has become a global benchmark for air-defense systems. Rafael remains firmly committed to fulfilling its mission and serving as a central pillar in Israel's national security."

EDGE Unveils 42 New Systems at Dubai Airshow 2025, Marking a Major Leap in UAE Defence Innovation

EDGE Group has made one of the most significant announcements in its history at Dubai Airshow 2025, unveiling 42 new products and capabilities spanning the air, space, propulsion, smart weapons, radar, and secure communications domains. The launches highlight six years of rapid transformation within the UAE's defence industry and reinforce EDGE's rise as a major global player in advanced technology.

Hamad Al Marar, Managing Director and CEO of EDGE Group, described the occasion as a defining milestone. "Dubai Airshow has a special place in EDGE's story. It was here in 2019 that our story began, and this year it stands as proof of how far we have advanced," he said. "From a bold idea to a global force, we've now launched 42 new products in a single day and more than 250 across our portfolio. We are not only meeting the needs of the local market but competing globally, with over 53 per cent of our revenue now driven by exports."

Autonomous Systems

A major highlight is OMEN, the future product of the newly announced EDGE–Anduril Production Alliance. This hover-to-cruise autonomous air vehicle (AAV) combines impressive endurance and payload capacity in a compact Group 3 airframe, with full access to Anduril's continuously evolving Lattice AI-enabled command-and-control ecosystem. Additional unveilings included:

- JERNAS-M – a compact MALE UAV for persistent ISR and precision strike.
- VORTEX-E – a high-precision counter-drone interceptor.
- STRIKE – a rugged fixed-wing tactical weapon carrier designed for medium-altitude missions.

Smart Weapons

EDGE unveiled a new generation of smart weapons aimed at combining affordability, modularity, and rapid development:

- WSM-1, a long-range cruise strike weapon with resilient navigation and AI-assisted final-phase retargeting.
- DARKWING, a modular autonomous strike system with interchangeable seekers and payloads for rapid mission adaptability.
- THUNDER-ER, an upgrade kit converting legacy aerial munitions into extended-range smart stand-off weapons.

Propulsion Systems

To support the new suite of UAVs, missiles, and loitering munitions, EDGE expanded its propulsion portfolio to include piston, turbine, microjet, and air-breathing engines, alongside an extensive range of solid, liquid, and hybrid rocket motors.

These systems strengthen sovereign capability across UAVs, smart weapons, and early-stage space launch technologies.

Space Capabilities

The group introduced ZENITH, a sovereign space operations and data-orchestration platform. ZENITH aggregates imagery and sensor data from national, commercial, and allied constellations, offering real-time tasking, delivery, workflow management, and a unified operational picture for Earth-observation and space-awareness missions.

Radar Technologies

New radar systems demonstrate EDGE's push into advanced sensing and EW:

- AL HARRIS X, an AI-enhanced short-range AESA radar optimized for air-defence and counter-UAS roles.
- AMES P, an airborne reconnaissance pod providing signal detection, geolocation, and electronic-support functions across fixed-wing, rotary, and unmanned platforms.

Secure Communications

EDGE also introduced KATIM GATEWAY X9000M, a pocket-sized, high-assurance network encryptor designed for secure mobility and full interoperability with existing KATIM infrastructure.

Since its debut in 2019 with 30 products, EDGE has grown its portfolio to 250, with 150 showcased at Dubai Airshow 2025. The group's expanding export presence—now exceeding 53% of revenue—reflects the UAE's rising global impact in advanced defence technology.





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Viper Shield Enters Production, Delivering a New Era of EW Protection for the Global F-16 Fleet

L3Harris' advanced electronic warfare (EW) suite, Viper Shield, has achieved a major program milestone with the successful completion of its Production Readiness Review (PRR), clearing the way for low-rate initial production (LRIP) and firmly establishing it as the only fully funded, production-ready next-generation EW system available today for the international F-16 community. This transition places Viper Shield years ahead of competing solutions still at the developmental or prototype stage.

The PRR evaluated all key program elements—design maturity, manufacturing stability, supply-chain resilience, and quality-assurance processes—to verify that the system is ready to enter sustained production. For a major Foreign Military Sales (FMS) effort, this step is essential, ensuring that global operators receive a validated, reliable, and fully certified capability.

"Protecting allies in electromagnetic spectrum environments is critical to maintaining global security and stability," said Colonel Michael Rigoni, Electronic Warfare Program Manager at the F-16 System Program Office, Wright-Patterson Air Force Base. "L3Harris' success in this PRR moves Viper Shield into low-rate initial production, with full-rate production expected in Q1 2026, and demonstrates its commitment to providing global F-16 fighter pilots a high-quality electronic warfare suite to meet those challenges."

Viper Shield is unique in that it is fully funded through partner-nation development, supported by seven allied customers, all of whom have already committed to the system and will receive the first 219 production units.

The program is also expecting a new customer for its pod-mounted variant, which adds further flexibility, enabling integration even on platforms where internal installation is not feasible. This international investment ensures strong program stability, economies of scale, and long-term sustainment benefits. According to Ed Zoiss, President of Space and Airborne Systems at L3Harris, "Viper Shield is an internationally backed system, supported by seven allied nations currently in production, with a new pod customer expected soon. These advancements make it the premier choice for all countries operating the F-16 Fighting Falcon. Even the United States—both active duty and Guard units—could greatly benefit from this FMS-funded program."

Designed for the rapidly evolving electromagnetic battlefield, Viper Shield enhances both offensive and defensive survivability, providing protection against modern radar threats, surface-to-air missile systems, and advanced tracking sensors. Continuous testing—including environmental, hardware reliability, and operational scenario evaluation ensures consistent performance in high-stress combat environments.

Complemented by a robust supply chain, stable manufacturing processes, and high Manufacturing Readiness Levels (MRL), L3Harris is positioned to rapidly scale production to meet expanding global requirements. This is particularly relevant as many nations upgrade their F-16 fleets to address 2027-era threats and beyond.

By entering production ahead of competitors, Viper Shield provides global F-16 users with the only advanced EW suite available now, not in several years. Its modular architecture, partner-funded production line, and optional pod variant make it one of the most versatile and cost-effective EW solutions in the F-16 ecosystem.

As deliveries begin, Viper Shield is set to significantly enhance the mission resilience, survivability, and combat effectiveness of the international F-16 community—and, if adopted, could also offer substantial benefits to U.S. forces via FMS channels.

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MBDA signs first SKY WARDEN export contract

MBDA has signed its first export contract with a Middle Eastern country to provide its SKY WARDEN counter-UAV solution.

Lorenzo Mariani, MBDA Executive Group Sales and Business Development, said: "Signing this export contract marks a crucial step in our commitment to ensuring the security and sovereignty of our partners around the world. SKY WARDEN provides an innovative and comprehensive response to the challenges posed by asymmetric air threats. This unique drone-fighting system combines state-of-the-art technology, unprecedented flexibility, and a constantly evolving capability. With SKY WARDEN, we offer our customers robust and adaptable protection against all UAV threats, today and tomorrow.

"SKY WARDEN - for which MBDA has been awarded, by the European Border and Coast Guard Agency (Frontex), the Frontex C-UAS Prize 2025 and declared "best system to protect the EU's borders" - is a comprehensive multi-layer system that protects an area from micro to tactical drones, up to eight kilometers away. This solution is an evolution and enhancement of an MBDA developed multi-sensor and multi-effector command and control (C2) system, which enables the detection, identification and classification of threats with precision thanks to the use of artificial intelligence (AI).

SKY WARDEN offers a wide range of complementary effectors designed to counter and destroy enemy drones, such as CILAS HELMA-P laser weapon, omni and directional jammers, MBDA HTK (Hit-to-Kill) drone interceptors and MISTRAL 3 missile, boasting a success rate of more than 96%. Sensors and effectors are chosen according to their intrinsic performance and mission requirements. SKY WARDEN is therefore a scalable system perfectly adapted to the asymmetric aerial threats of today and tomorrow.

SKY WARDEN can evolve over time according to the needs of users and to the evolution of threats thanks to a completely modular architecture and the easy integration of new effectors. The system is highly flexible, either dismounted to protect fixed sites, or vehicle-mounted for mobile protection. It may also be integrated with other medium-range air defense capabilities like the VL MICA or CAMM-ER or connected to higher level.

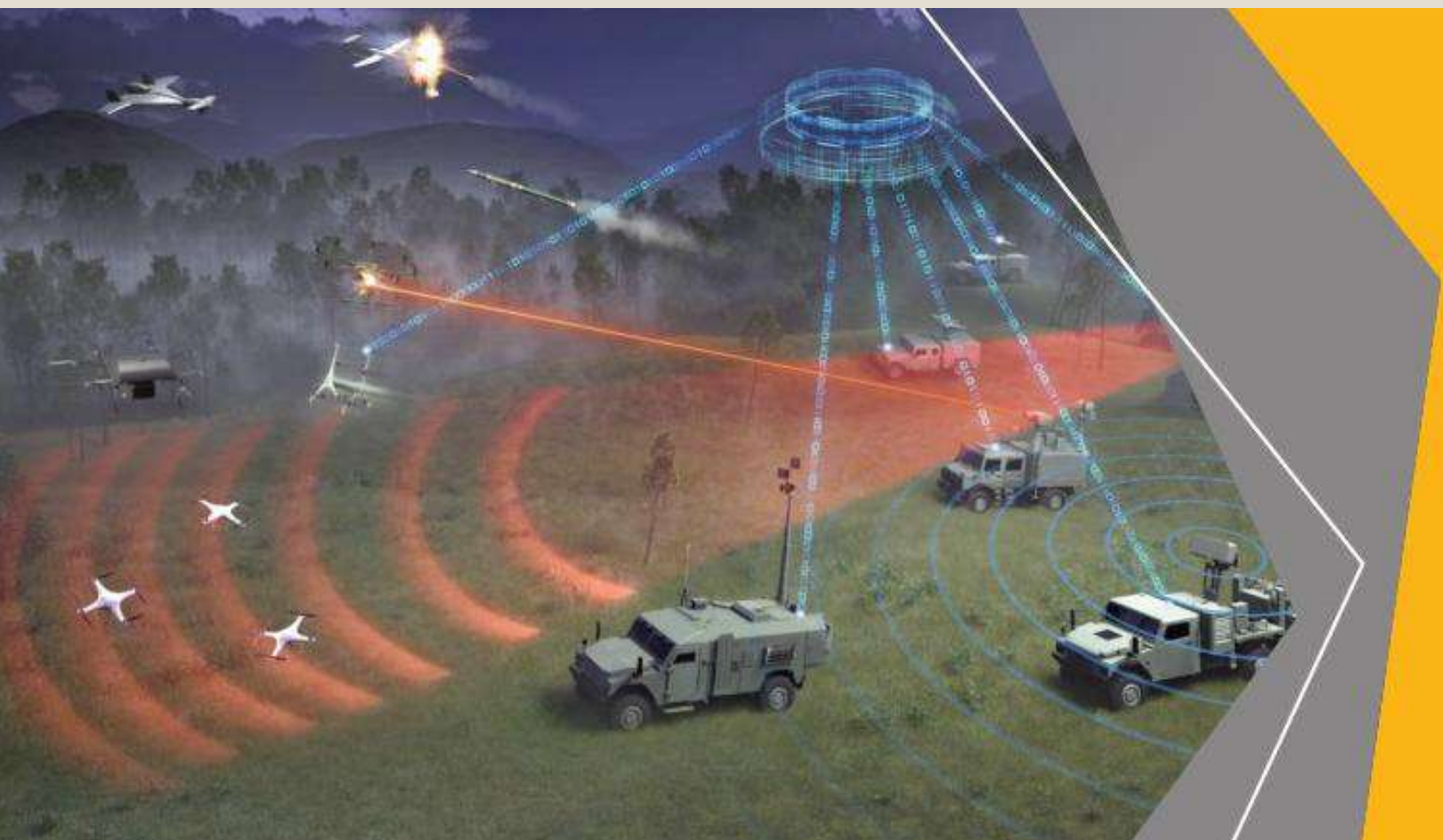
The development of SKYWARDEN is constantly evolving. This is evidenced by the recent acquisition by MBDA of the HELMA-P laser from CILAS to complete the range of effectors available within the solution.

Operational advantages

- A modular, scalable, and evolvable system
- Neutralises class 1 & 2 UAV
- Flexible design allowing integration in vehicle, as well as disembarked solutions
- Management of the Threat Evaluation and Weapons Assignment (TEWA)
- Ready to be networked with a wide suite of sensors (radars, remote cameras and RF finders) and effectors (machine guns, jammers, DEW, UAVs, Hit to Kill drone and all Mistral launchers)
- Compatible with ASTERIX and SAPIENT protocols
- Easy to integrate in a wider defence network, thanks to tactical datalink (JREAP-C or national)

SKYWARDEN is the only C-UAV system in the world which demonstrated its capability to manage the full C-UAS and GBAD kill chain from detection to neutralization and able to treat the full UAV spectrum from micro drones to ISR drones and loitering munitions up to class 3 drone with MISTRAL 3.

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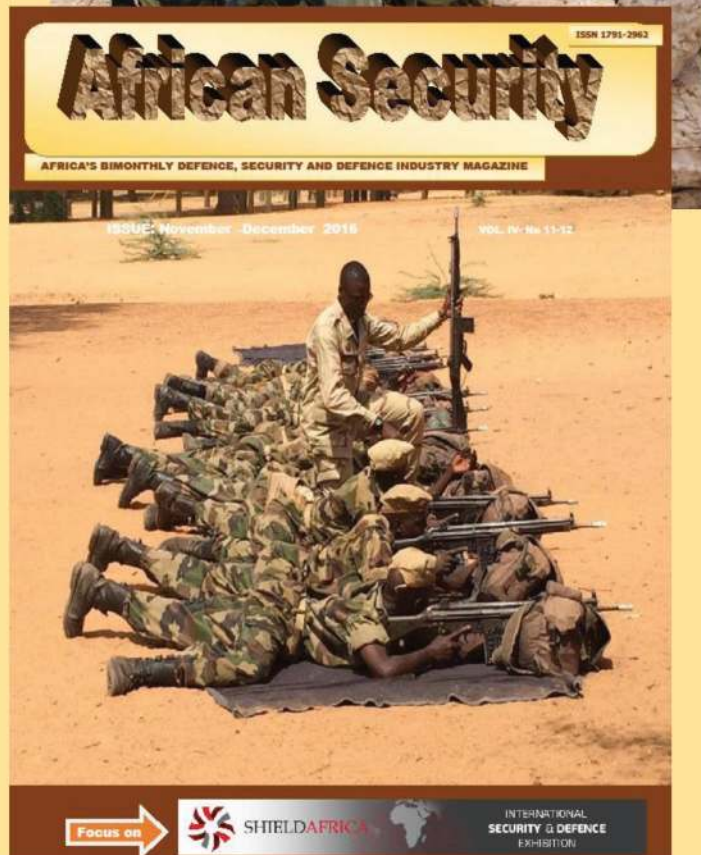
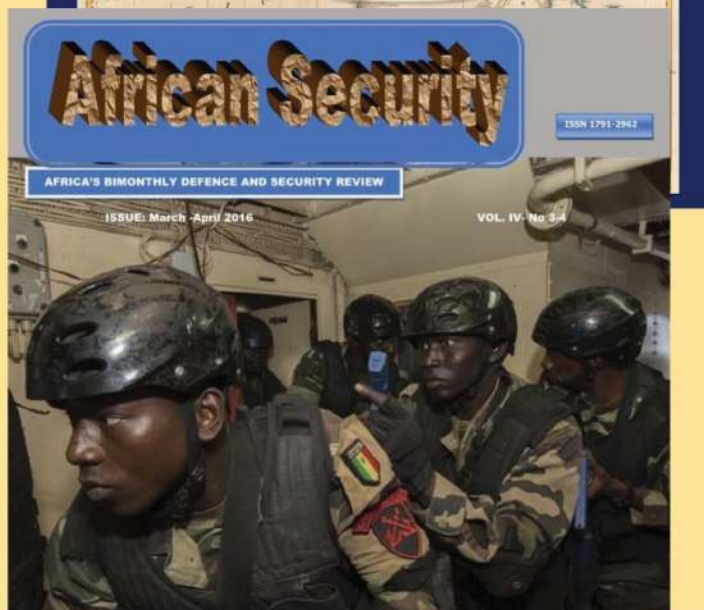
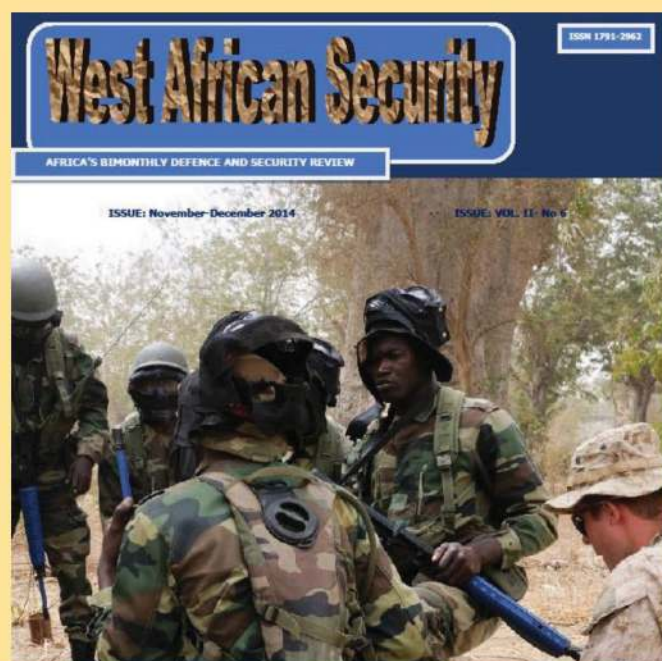
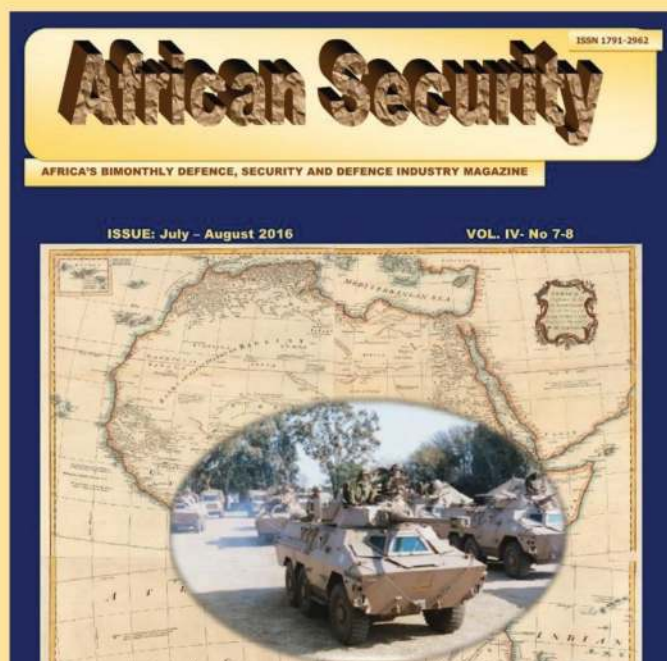
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