



[Why Africa sees China as its liberator, saviour](#)

CHINA'S participation in the development of Africa did not start yesterday or today. CHINA'S participation in the development of Africa did not start yesterday or today. Records shows that the second largest economy in the world started extending help to Africa nations before they gained independence. China started helping African countries when it was still poor and when it was still regarded as the third world country. However, despite having a small economy at that time, still, it was able to provide various aids to African countries regardless of its economic situation. A living example is its aid for the construction of the TAZARA railway which cost about \$406 million. Records show that China provided that aid to Tanzania during the period when the country was still poor and while its people were in great need of basic needs. Daily News.

[Ethiopia hosts 1st annual seminar to boost Chinese language education](#)

The first annual seminar on Chinese language education was held Friday in Addis Ababa, Ethiopia's capital, emphasizing the need to promote Chinese language education across the East African country. The event, which brought together Chinese and Ethiopian language instructors and experts, focused on establishing an effective Chinese language education system in Ethiopia and addressing challenges in the process. Speaking at the seminar, Zhang Yawei, cultural counselor at the Chinese Embassy in Ethiopia, said the conference aimed to share experiences, build on successes, address issues and jointly advance Chinese language education in Ethiopia. "With globalization accelerating and cultural exchanges between China and Ethiopia increasing, expanding Chinese language education in Ethiopia is essential. It helps Ethiopian students understand Chinese culture and history and opens more opportunities for them in the future," Zhang said. Xinhua.

[Ethiopia bans imports of gas-powered private vehicles, but the switch to electric is a bumpy ride](#)

As the price of fuel soared in Ethiopia earlier this year, Awgachew Seleshi decided to buy an electric car. That aligned with the government's new efforts to phase out gas-powered vehicles. But months later, he's questioning whether it was the right decision. He faces a range of issues, from the erratic supply of electricity in Addis Ababa, the capital, to the scarcity of spare parts. "Charging my car has been a challenge," the civil servant said. "Spare parts that are imported from China are expensive, few mechanics are able to fix such cars and the resale value of such cars is poor." Seleshi's troubles point to wider challenges for Ethiopia. In January, the East African country became the first in the world to ban the importation of non-electric private vehicles. Abc.

[China's CPC leaders in Kenya for strategic partnership with UDA](#)

A delegation from the ruling Communist Party of China (CPC) has arrived in the country for the start of a three-day tour. The team led by Li Xi, a member of the Standing Committee of the Political Bureau of the CPC Central Committee and Secretary of the CPC Central Commission for Discipline arrived Saturday night. They were received by Prime Cabinet Secretary Musalia Mudavadi, Education Cabinet Secretary Julius Migosi, and Nairobi Governor Johnson Sakaja. Others are Foreign Affairs Principal Secretary Korir Sing'oei, UDA Treasurer Japheth Nyakundi and Belgut MP Nelson Koech. They are in the country at the invitation of the United Democratic Alliance (UDA) party. The Star.

[Chinese Tire Giant Shandong Daye Invests \\$208M in New Moroccan Factory](#)

Shandong Daye, a leading Chinese manufacturer of steel wire for tires, has unveiled plans to invest \$208.5 million in a new production facility in Morocco's "Tangier Tech" industrial zone. The plant will enhance the company's production and distribution capabilities, positioning it to serve key clients—including Michelin, Goodyear, Continental, and Pirelli—more effectively across Europe and the United States. The Tangier factory, set to be constructed in two phases, is expected to produce up to 100,000 tons of tire bead wire and 100,000 tons of steel cables annually. Phase one will bring an initial investment of \$119.1 million, with an anticipated production of 40,000 tons of tire steel products once completed by late 2026. The timeline for phase two remains undisclosed. In a statement to Chinese media, Shandong Daye cited Morocco's industrial strength and strategic trade positioning as primary factors in the choice of Tangier for this facility. Morocco World News.

[Ghanaian minister lauds Chinese firms' contribution to Ghana's digitalization](#)

Chinese companies' contribution to Ghana's digitalization agenda has been positive, Ghanaian Minister for Communication and Digitalization Ursula Owusu-Ekuful has said. In a recent interview with Xinhua, the minister highlighted the Chinese technology companies, including Huawei, that have a significant role in propelling Ghana's digitalization process. Owusu-Ekuful said Huawei is one of the largest original equipment manufacturers working for both the public and the private sector in Ghana and has been an integral part of the implementation of the West African country's digitalization agenda. "You can not do digitalization without digital infrastructure, and Huawei provides key components for all telecommunication network operators, both private and public, in the country, depending on the needs of the service provider," she said. Xinhua.

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