

**Multi-year Expert Meeting on Transport, Trade  
Logistics and Trade Facilitation  
11th Session**

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**The Role of Logistics in Food Security  
Angolan experience on challenges, opportunities,  
approaches, and solutions**

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# Harnessing sustainable and food transport and logistics for food security



GOVERNO DE  
**ANGOLA**

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Ministério dos Transportes



**ARCCLA**  
AGÊNCIA DE REGULAÇÃO E CERTIFICAÇÃO  
DE CARGA E LOGÍSTICA DE ANGOLA

October 2024



**A LIGAR O HUAMBO**

**AO MUNDO**



## The Role of Logistics in Food Security

Angolan experience on challenges, opportunities, approaches, and solutions



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## Discussion Points:

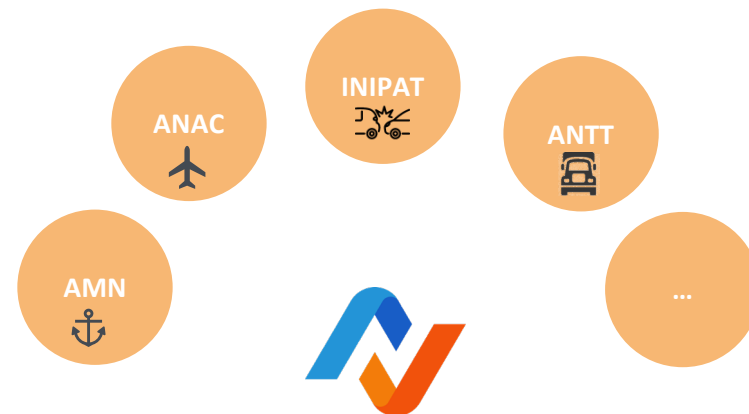
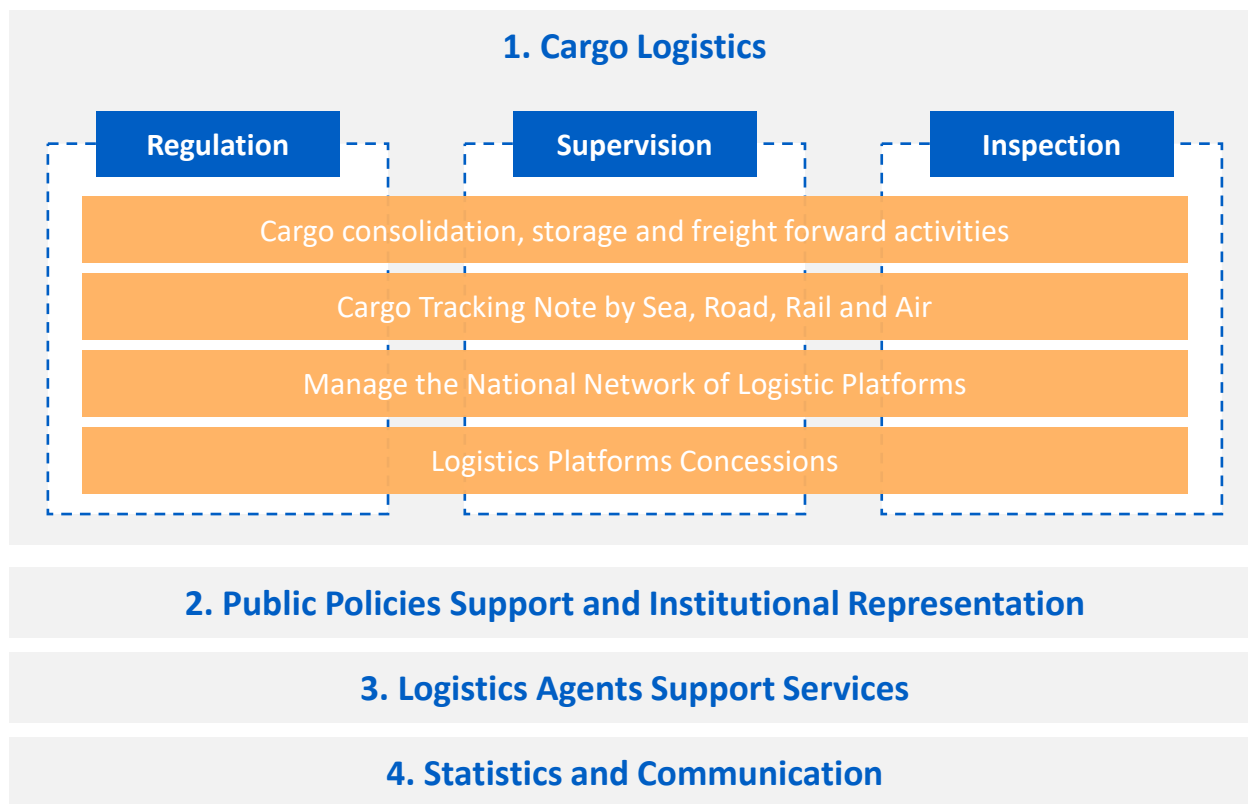
- 01 Institutional Overview
- 02 Challenges and Opportunities for Cold Storage
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# Institutional Overview

01

ARCCLA was established in a effort to develop the logistics sector in Angola – which includes air, sea, rail and road transportation

## ARCCLA: STATUTORY MAIN OBJECTIVES



## Angola is located in a strategic region – Great opportunity to transform the country into an entry point of goods and as an important logistics hub of the region

### ANGOLA: A MARITIME HUB

- The **containerized maritime traffic in Africa** grew, on average, **3,7% per year between 2011 and 2017<sup>1</sup>**, the **increasing consumption in the region** and the growth in **international trade**
- **Angola** may capitalize on its **strategic position** on the western coast of the continent, by **improving logistical infrastructures**, crucial to ensure the **interconnection to adjacent countries, via transportation corridors<sup>1</sup>**

### STRENGTHS

- Critical mass of traffic (transshipment platform for West Africa)
- Connection to strategic corridors
- Global operators already in the Port of Luanda
- Significant growth of African economies

### OPPORTUNITIES

- Investments in the transpiration links to the regional hinterland
- Capture of new markets (DRC and Zambia)

# Challenges and Opportunities for Cold Storage

02



The limitations of rural logistics results in significant losses to the primary sector – Between 30%-50% of production is lost due to inadequate logistics infrastructures

## OVERVIEW OF THE MAIN PROBLEMS IDENTIFIED

### Groupage and storage

- lack of storage points/silos
- Lack of packaging and conservation facilities
- Low coverage of cold chain logistics for agricultural products (fruits and vegetables) livestock and fisheries

### Transport

- Poor rural roads (first mile transport)
- Insufficient and sometimes unusable road network
- Insufficient and expensive rail network

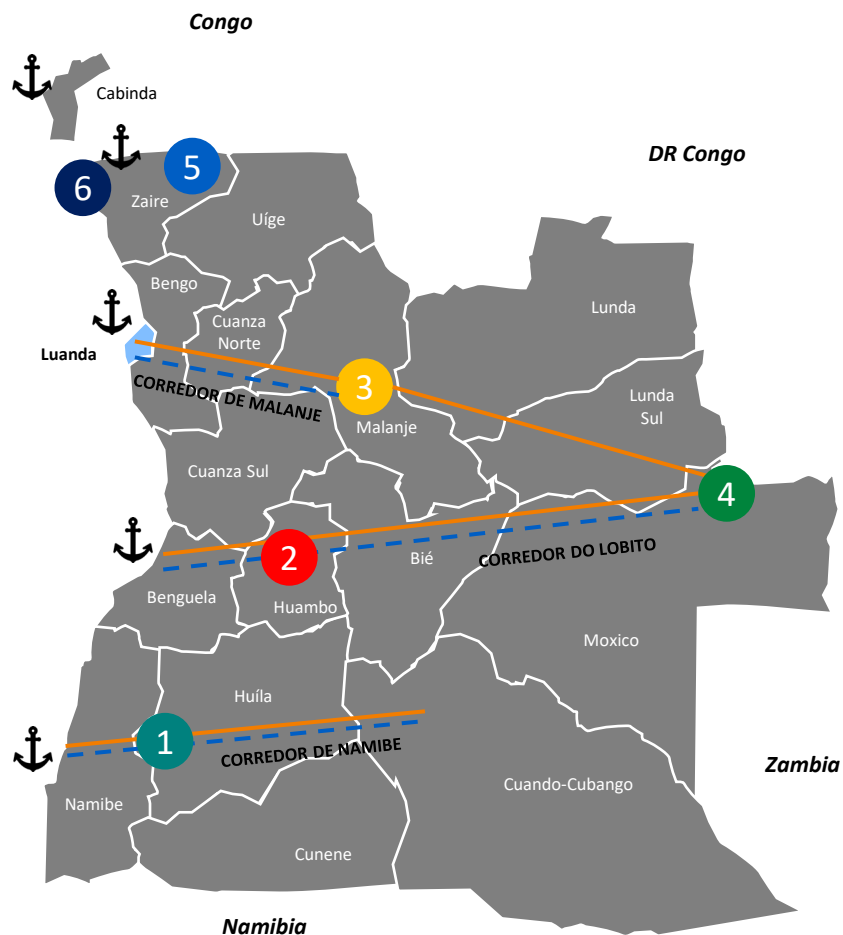
### Distribution

- Dependence on a single distribution channel, often informal
- Small-scale operations and not existent rural commercial agents
- Lack of Global-GAP certification- Limiting access to international markets

### Main Consequences

- Difficulties in **timely supply of critical goods** (e.g. fertilisers, pesticides, feed)
- **Difficulties in Transporting** agricultural production, livestock and fisheries
- **losses still around: 30-50%** of the production
- **Losses due to lack of proper storage and cold conservation**
- **High transport costs**
- **Significant price changes**, with shortages of essential goods in certain months (which could be more profitable for Producers)
- **Lack of transparency in prices** / absence of a national market
- **Export limitations**

The first stage of the National Network of Logistics Platforms entails the construction and promotion of 6 logistics platforms, scattered across strategic locations in Angola



- 1 Logistic Platform of **Arimba, Huíla**
- 2 Logistic Platform of **Caála, Huambo**
- 3 Logistic Platform of **Lombe, Malanje**
- 4 Logistic Platform of **Luau, Moxico**
- 5 Logistic Platform of **Luvo, Zaire**
- 6 Logistic Platform of **Soyo, Zaire**

- Located near strategic **multimodal transportation corridors**
- **There are other 3 cross border platforms** for the first phase of concessions.
- The Platforms will be awarded to **private entities** via **public tenders** (DBOT model)



Road

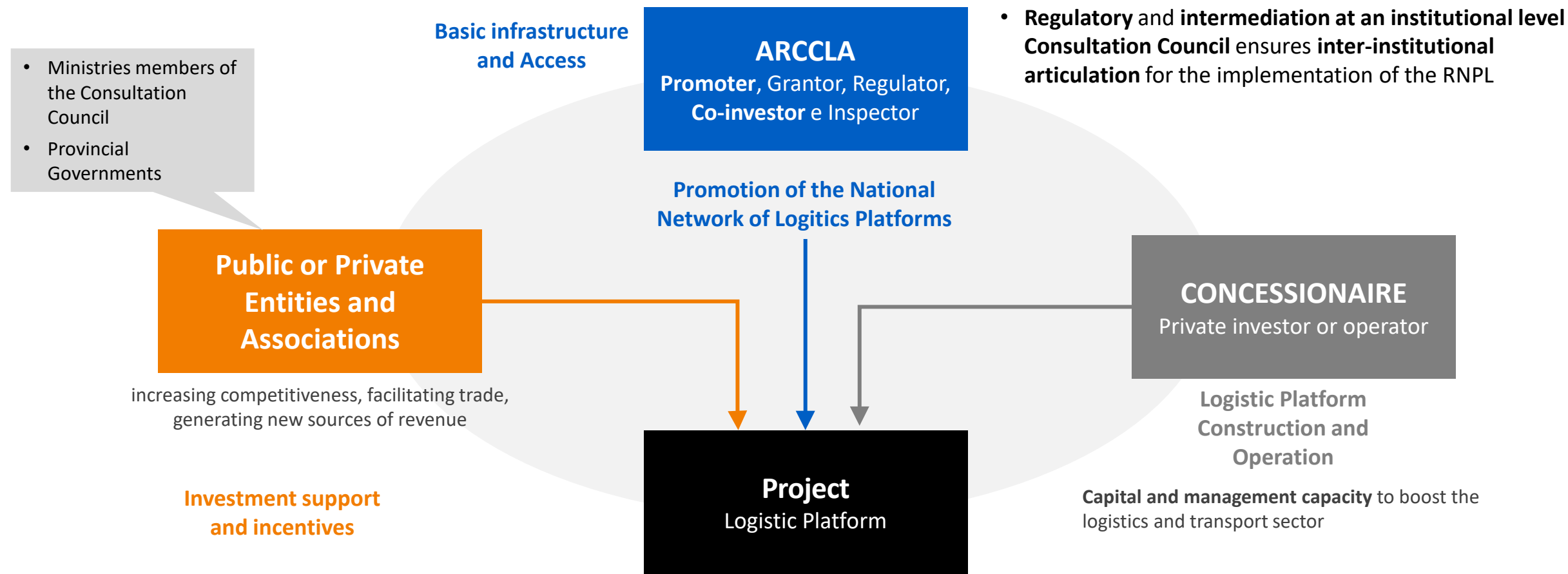


Rail

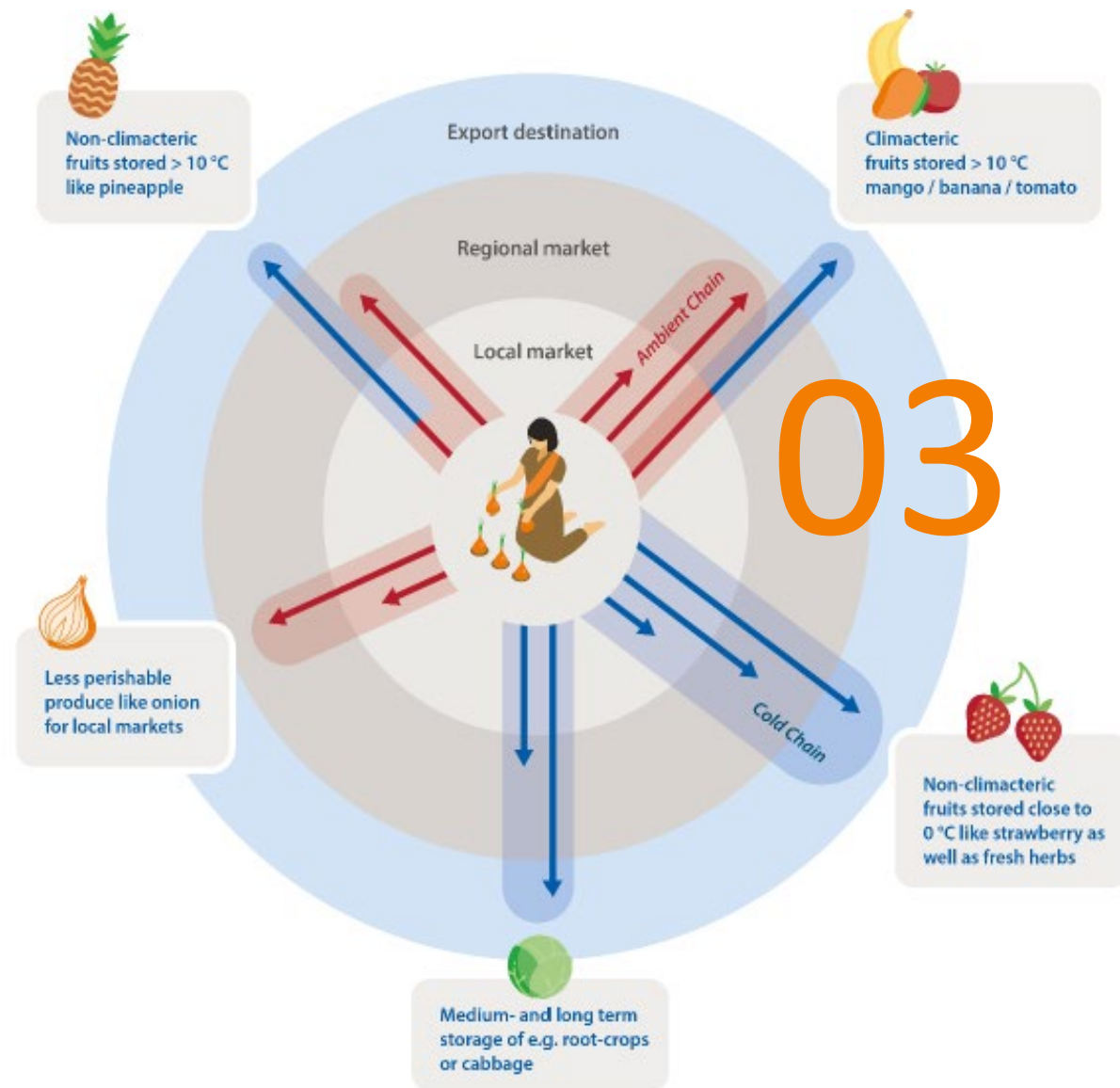


Port

The model is based on a **Public-Private Partnership (PPP)** under which **ARCCLA** assumes the **promoter role** and provides capital to basic infrastructure to reduce the financial risk of the project



# Cold Chain Development for Food Security





## PROVEN MOBILE & OFF-GRID TECHNOLOGY



### CHARACTERISTICS



Truly portable solution, 20 ft, 5 t capacity



Solar energy low cost, 30+ hours; generator back-up



4 - 10°C temperature range

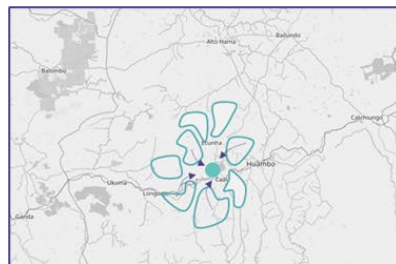


IoT for lower maintenance cost

An intermediate (temporary) Cold Logistics solution was designed to meet the immediate storage and flow needs of local agricultural production, with potential for scalability to other regions

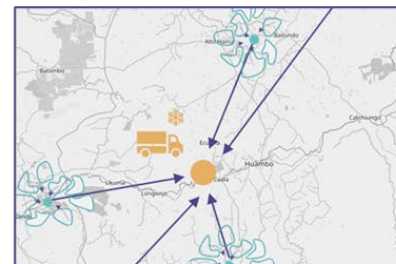
Temperature-controlled logistics is an **under-recognised** tool for **improving** food security, economic prosperity, public health, whilst limiting **carbon emissions**.

- **Preparatory solution** - Reduce food losses (up to 40%<sup>1</sup>) and increase income of small farmers (up to 30 - 100%<sup>1</sup>) through extending life by up to 10 times<sup>1</sup>
- **Integrated solution**, - Portable cold rooms are transferred to satellite locations (e.g., close to commercial farms that serve as consolidation points for smallholders, or within farming communities) to increase radius / perimeter of the facility at Caála



**Proof of Concept**  
cold storage units at Caála LP terrain

- Public investment ARCCLA
- Management / O&M contract with operator consortium



**Full-fledged** cold store  
at Caála LP

**Satellite** cold storage units  
of Caála LP



Scale-up cooling at National **Network**  
of Logistics Platform

## The investments to be made in the transport and logistics sectors are aligned with the UN Sustainable Development Goals



### SUSTAINABLE INVESTMENT AND DEVELOPMENT

Angola joined the United Nations initiative and committed to the **Sustainable Development Goals** (SDGs). The investments to be made should contribute to the fulfilment of these objectives (SDGs), namely in issues related to:

#### ✓ **Economic improvements**

- Infrastructure as a catalyst for growth
- Increasing customer service, inducing development
- Efficient supply chain as a locomotive for ancillary business services

#### ✓ **Regional Development**

- Regional competitiveness and integration into a global trade network through partners' global presence
- Promotion of economic activity along the corridors and at the international gateway at the end of the corridors

#### ✓ **Territorial and social cohesion, employment & training**

- Employment and training for the Community

**Obrigado**  
**Thank You**  
**Danke**  
**Merci**

