



ARCCLA

AGÊNCIA REGULADORA DE CERTIFICAÇÃO
DE CARGA E LOGÍSTICA DE ANGOLA

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WAPPP Roundtable Online - Development of Dry Ports, Key Features and Challenges

December 2022



GOVERNO DE
ANGOLA

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Ministério dos Transportes



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ARCCLA was established to develop the logistics sector in Angola – including air, sea, rail and road transportation – thus being mandated to pursue four main statutory tasks related to Cargo and Logistics operations



AIR



SEA

The Agency’s objective is to **stimulate the distribution and access to goods across the country**, by facilitating the **creation of an optimized logistics network**, which will encourage the national production and diversification of the economy

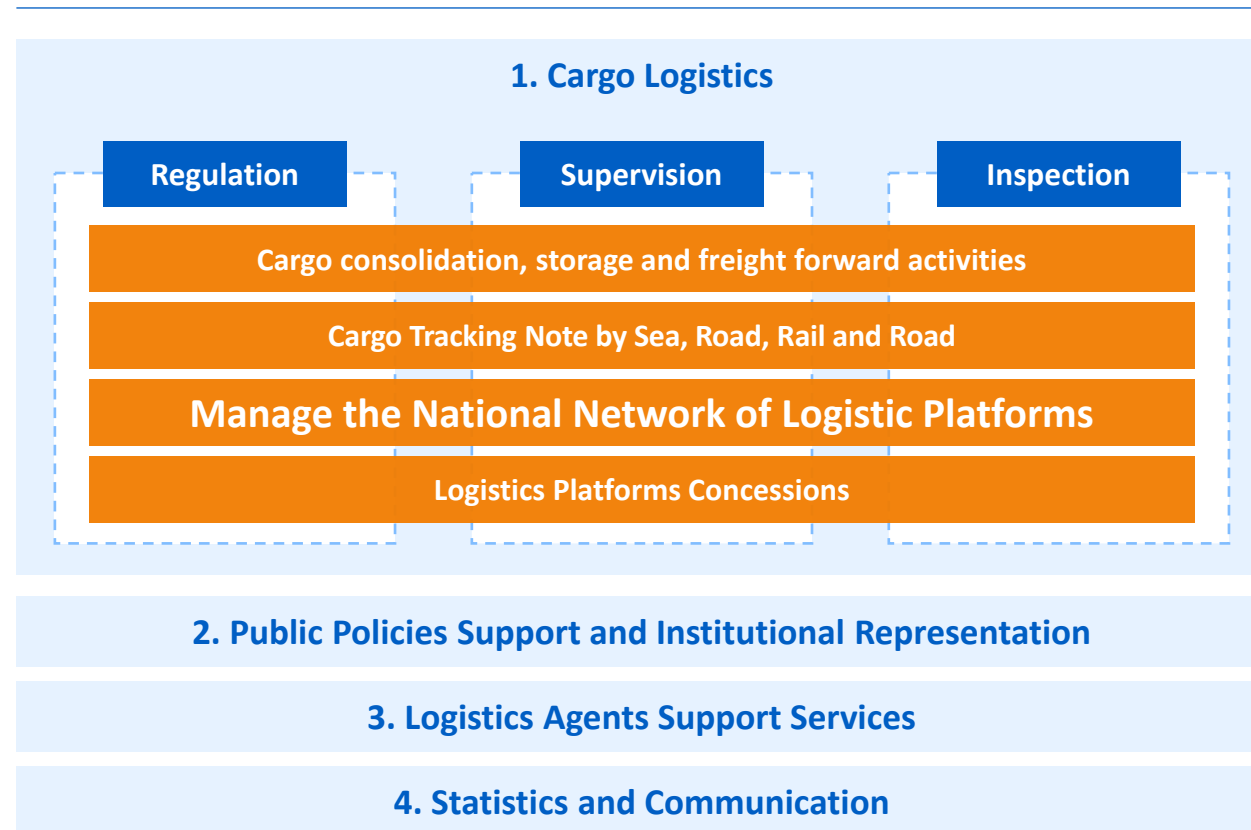


RAIL







ROAD

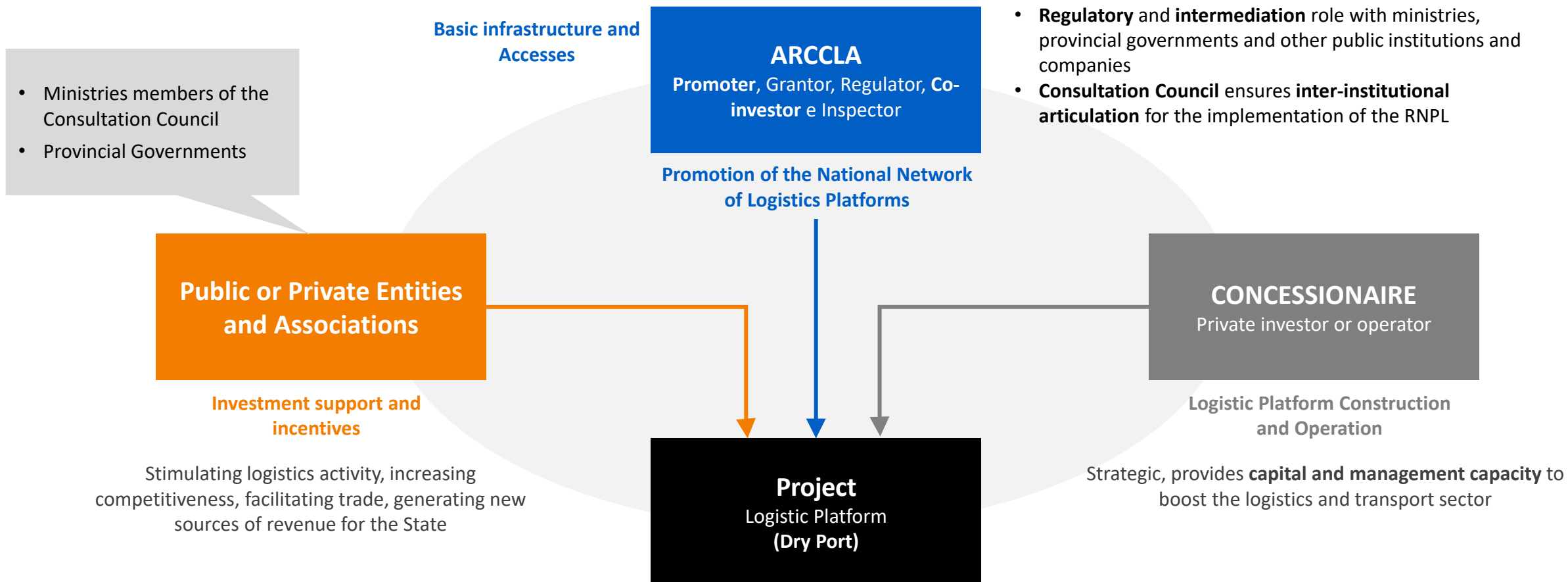
ARCCLA: STATUTORY TASKS



The NNLP consolidates a system of strategically located logistic platforms, which will operate as an integrated engine for the regions where they are based and foster the flow of goods to and from Angola

<p>WHAT</p>	<p>Integrated cluster of logistic platforms (LPs), whose strategic location and operation will guarantee the optimization of the logistics network in Angola and the integration of different means of transportation</p>	
<p>WHY</p>	<p>1 Facilitate the homogenous development of Angola, by enabling a faster and economical accesses to the goods produced across the country</p>	<p>2 Enhance Angola's geostrategic position, as a continental platform for the entry and exit of goods that circulate in the scope of foreign trade</p>
<p>HOW</p>	<p>The catchment area of each LP will benefit from a dynamic effect created by the expected economies of scale and cost reductions of the logistics services, which will be consolidated in the platforms</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>Establishment of new business</p>  <p>New companies will emerge around the PL and/ or exiting companies will relocate</p> <hr style="border-top: 1px dashed #ccc;"/> <p>Employment creation</p>  <p>New direct and indirect jobs, during construction and operation phases</p> </div> <div style="width: 48%;"> <p>Increased competitiveness</p>  <p>Due to improved confidence and lower costs resulting from an optimized logistics network</p> <hr style="border-top: 1px dashed #ccc;"/> <p>Higher production and exports</p>  <p>As a result of the easier flow of local products to the rest of Angola and adjacent countries</p> </div> </div>	

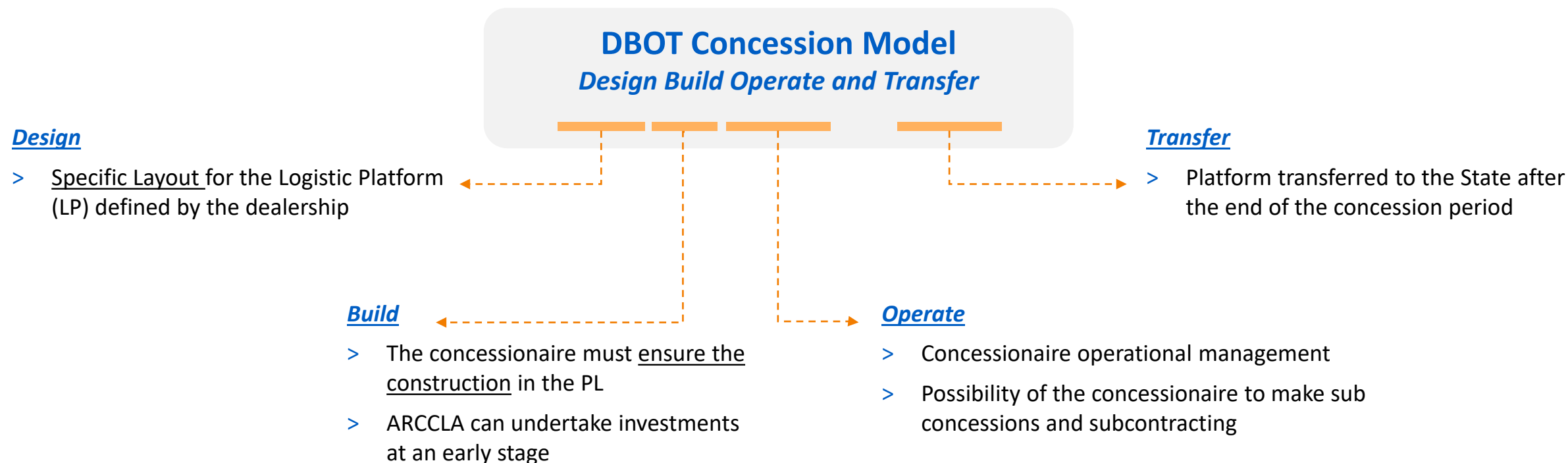
The implementation model is based on a **Public-Private Partnership (PPP)** under which **ARCCLA** assumes the promoter role and provides capital to **reduce the financial risk** of the project and guaranteeing the investment.



i.e. Luvo Transborder Logistic Hub project capex:

- Total: \$57,3 M (excluding expansion phase)
- Allocation: **64% Concessionaire**; **36% ARCCLA**

The DBOT Model considers the launch of a public tender in accordance with the legislation in force, and it is up to the private operator to present a proposal for a specific layout and a detailed base case (**Mostly Greenfield Projects**)



1 **ARCCLA**
Defines the global layout and the minimum requirements

2 **Concessionaire**
Defines the specific layout

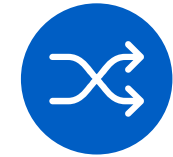
The design of the Logistic Platforms must be customized, so that it fits and adapts to the needs of the region and its consumers, namely be a **Dry Port**



The **coastal platforms** must allow the focus on sea activities, providing adequate cold spaces for the products to be conserved. Given the case of being in relevant port areas, they must also specify the dimensioning of the container, tank park and railway branch.



Platforms in border areas will have to adapt to the most significant transactions (e.g.: ore, timber corridor) but not neglecting general trade between countries, providing support warehouses for the commercialization of food and non-food goods. These platforms can be a **Dry Port**



The **interconnection platforms** between the various zones should focus on regional activities, agriculture and industry. These should also focus on the connection with the activities that may cross them, serving as a facilitator for capillary distribution. These platforms can be a **Dry Port**

ARCCLA ensures the existence of key context factors (e.g., energy, multimodal access) in each LP, providing private investors with the necessary conditions and infrastructures to promote the development of the platforms

OVERSEEN BY THE CONCESSIONAIRE

Core (essential / mandatory services)

Official bureaucratic services (e.g., customs, warehouses)

Distribution (e.g., existence of transport operators)

Cargo handling and consolidation (2PL) (e.g., cranes, forklifts, weighing)

Infrastructure maintenance

Safety & Security (e.g., access control, surveillance, protection,...)

Other Services

Logistics infrastructures

Parks (e.g., Areas for loaded / empty containers, manoeuvres)

Warehouses (e.g., dry, cold, silos)

Other (e.g., light industry, offices)

DEVELOPED BY ARCCLA



Telecommunications

Water and sanitation

Energy

Multimodal accesses



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