Redefining and Reviving Connectivity via Intermodal Logistics

Roads • Rails • Sea

Re-engaging as One Region One Economy

Sogester | 2026

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Introduction
Angola as a Regional Logistics Hub

- Strategic Atlantic coastline
- Gateway to Central & Southern Africa
- Growing investment in logistics infrastructure
- Expanding multimodal transport systems

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Why Intermodal Connectivity Matters

- Reduces logistics costs
- Improves cargo fluidity
- Supports regional economic integration
- Attracts shipping lines & transit trade

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Sogester's Role in the Intermodal Network

- Ports: Luanda & Namibe
- ICDs: Panguila & Viana
- Containers, Ro-Ro, General Cargo
- National & regional logistics connector

New Concession Contract – A Strategic Milestone

- New concession contract signed, granting 20 + 20 years of operational rights to Sogester starting on October 2027
- Reinforces confidence in Sogester's operational excellence and long-term vision
- Official expansion to Multi-Purpose Terminal operations
- Handling:
  - Containers
  - Ro-Ro cargo (vehicles & project cargo)
  - General cargo
- Greater flexibility to serve diversified trade flows and market demands

Luanda terminal (Boavista) – General Information

- 20 years + 5 years port concession started in 2007;
- Head Office with 426 personnel + 625 3rd party workers.
- Storage Capacity of 12,000 TEUS;
- 480 Reefer Plugs in racks + 250 additional on cable;
- Main Berth 370M lengths 10.5- or 11.50-meters draft at high tide;
- Second berths 210m 12.5 - or 13.0-meter-high tide
- Temp. 3rd berths 350m + 22m vessel wires and 12.5m draft or 13.0m -high tide.
- 3 x MHC800, 3 x MHC550 and 2 x MHC500 cranes
- 6 Gate Lanes: 3 gate-in and 3 gate-out can be exchanged
- Automatic gate and Pin system (Camco)
- TOS: SOLVO , Financial: IFS-10 , Reefer monitoring: RTE
- Fiber Optic from three different providers for redundancy;
- Back up Servers in separate container
- MHC training Simulator for 550 and 800 + reach stackers and empty handlng machines.
- Container weighing bridge + reach stackers & VMG certified;
- 136 Cameras covering all areas (90 days archive)
- Scanner by AGT.
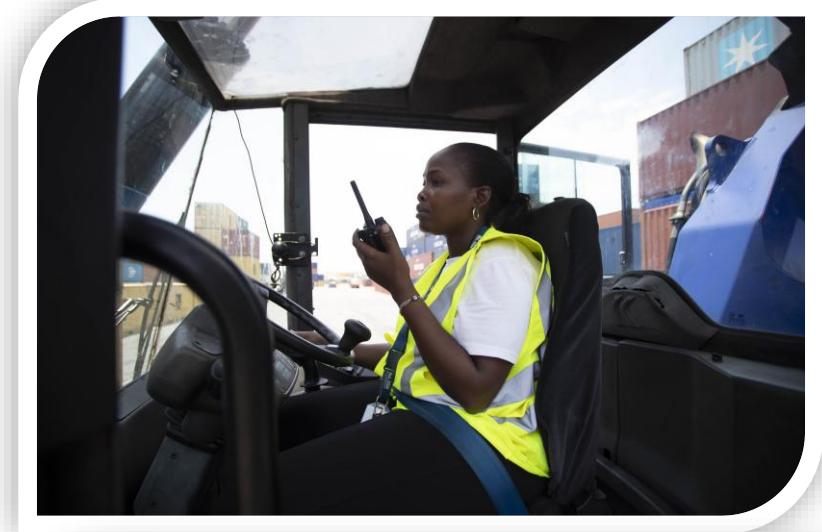
Luanda terminal (Boavista) – Current Development

- Second quay extension to 350m + 22m for vessel wires.
- Draft of 12.5 -13.M on high water
- Final works done waiting authorities' confirmation.
- This new berth will be extra till the moment we start construction works on the original quay.
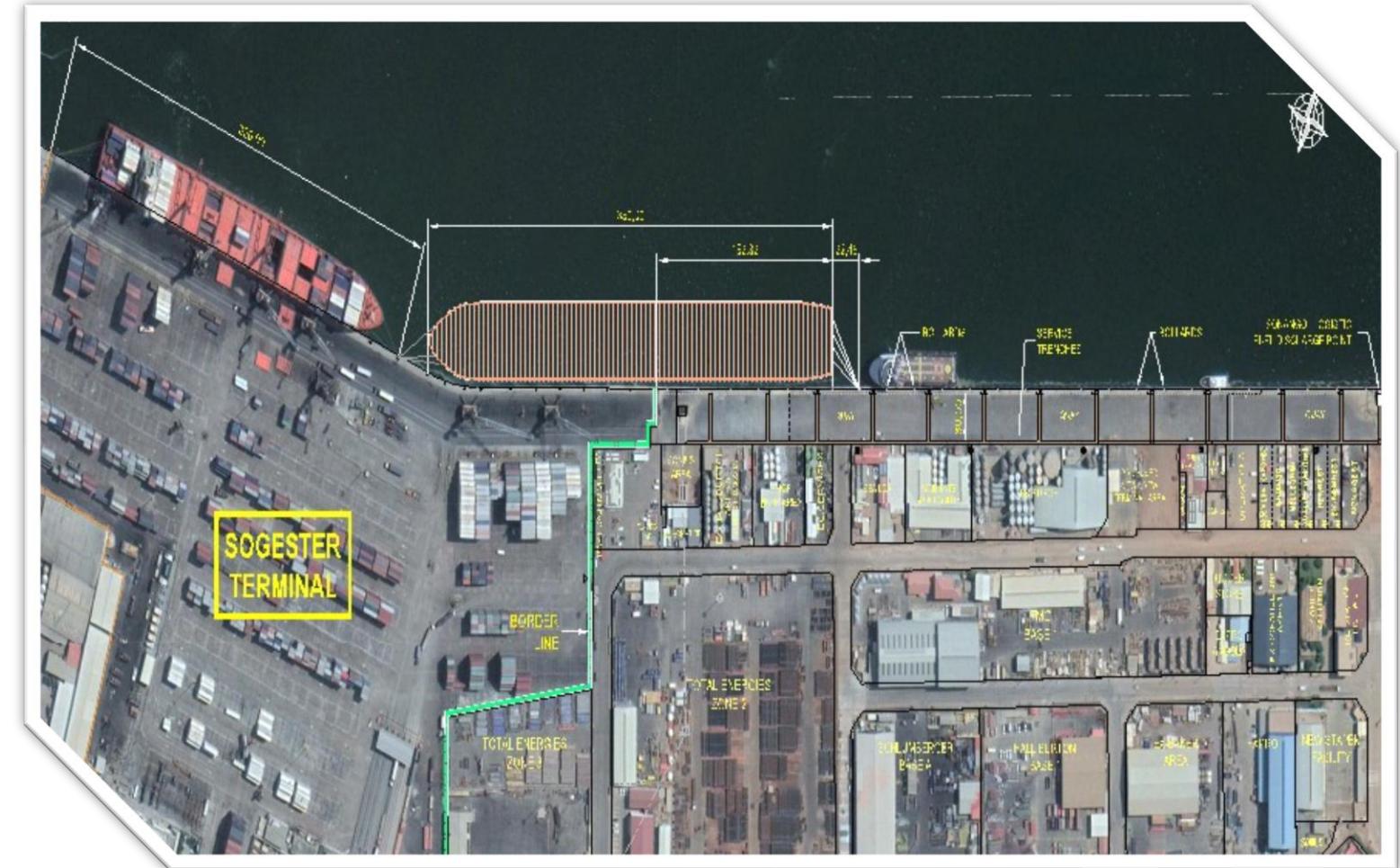
Luanda terminal (Boavista) – Long-term Development

- Quay length: 535 m straight
- Draft – 16m alongside quays
- Max 5 ship-to-shore cranes
  - Cranes 24 rows
  - Outreach 70m
  - Back reach 16m
  - Lifting height > rail 52m
  - Gantry rail 30m
  - Crane weight 1550 Ton
- Min 4 MHC Liebherr 550-800
 - 100 tons lifting
  - 19-23 rows

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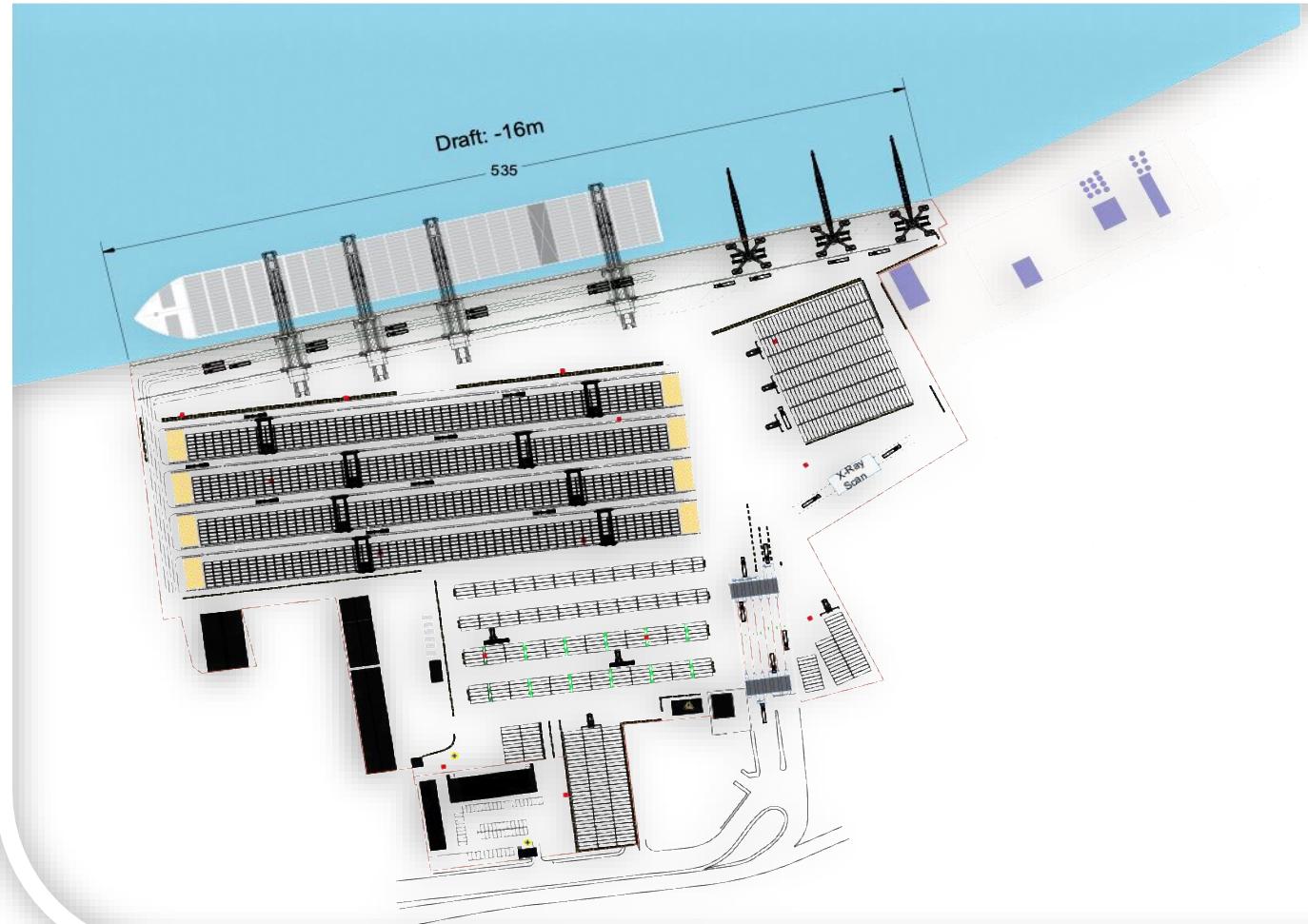
NAMIBE TERMINAL

Namibe Terminal – General Information

- 20 years + 5 years port concession started May 21st, 2014
- Multipurpose terminal (containers, roro, general cargo)
- Quay length 754m
- Yard space 12.5 ha
- Employees 256 + 156 3rd party workers.
- 4 Gate Lanes 2 in and 2 out
- 2 Mobile cranes MHC-550
- Reefer Plugs - 80
- Container weighing bridge & VMG certified;
- CCTV: 18 cameras with 2 x 180degree and 3 x PTZ
- No breakwater at the port entrance
- Draft 10.5 m
- IT: TOS: SOLVO , Financial: IFS-10 , Reefer Monitoring: RTE
- Rail connection to Lubango and Menongue
- Main Stuffing Service provider for granite exporters
- Currently use as the main export Port of granite to Europe and Asia;
- Namibe is geographically strategic for importing and exporting cargo in and out of the southern zone and neighbouring countries;
- Scanner AGT ready in 2026

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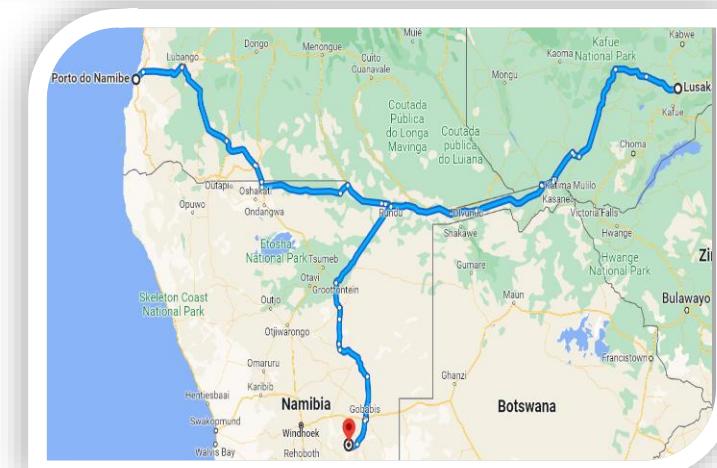
Namibe Terminal – Container Terminal

Equipment

- 2 STS – 11 rows on vessel
- 5 RTG
- 128 Reefer Plugs
- X-Ray scanner – at the port entrance

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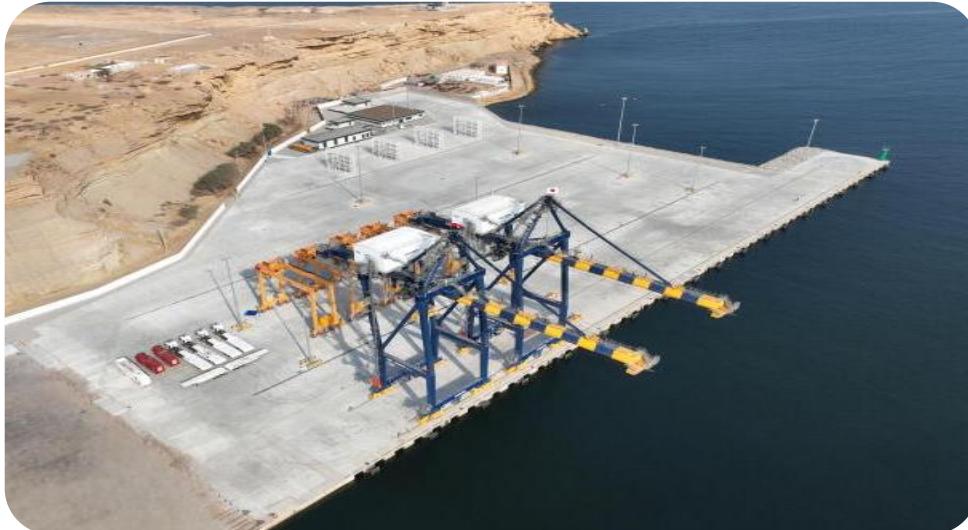
Namibe Terminal – Equipment Updates

RECEPTION OF THE KALMAR FORKLIFT 52T MACHINE ON MAY 7, 2025

RECEPTION OF THE RAM 41T SPREADER ON AUGUST 13, 2025

RECEPTION OF THE SKYJACK MACHINE ON AUGUST 13, 2025

RECEPTION OF FIVE (5) TRAILERS ON AUGUST 13, 2025

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PANGUILA ICD TERMINAL

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Panguila ICD - General Information

- Safe and healthy operation;
- 22 hectares paved;
- Guaranteed availability of equipment;
- High safety wall;
- CCTV;
- Improved ground lighting and marking;
- Underground wiring of the refrigerated connections;
- Area for customs clearance;
- VGM certification for export load;
- Customs inspection area including Camera control;
- Maximised security for customer goods;
- Up-to-date temperature monitoring of refrigerators;
- Scanner AGT operational;
- Stuffing and unstuffing of cargo for import or export;

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Panguila ICD - Advantages

- Logistic advantage to cargo in transit to Congo, ICD on the way to Congo;

- Competition advantage for the Line to sell a bonded and non-bonded area to other countries around Angola (e.g. Congo and Zambia);

- Office and trucking space rental if requested;
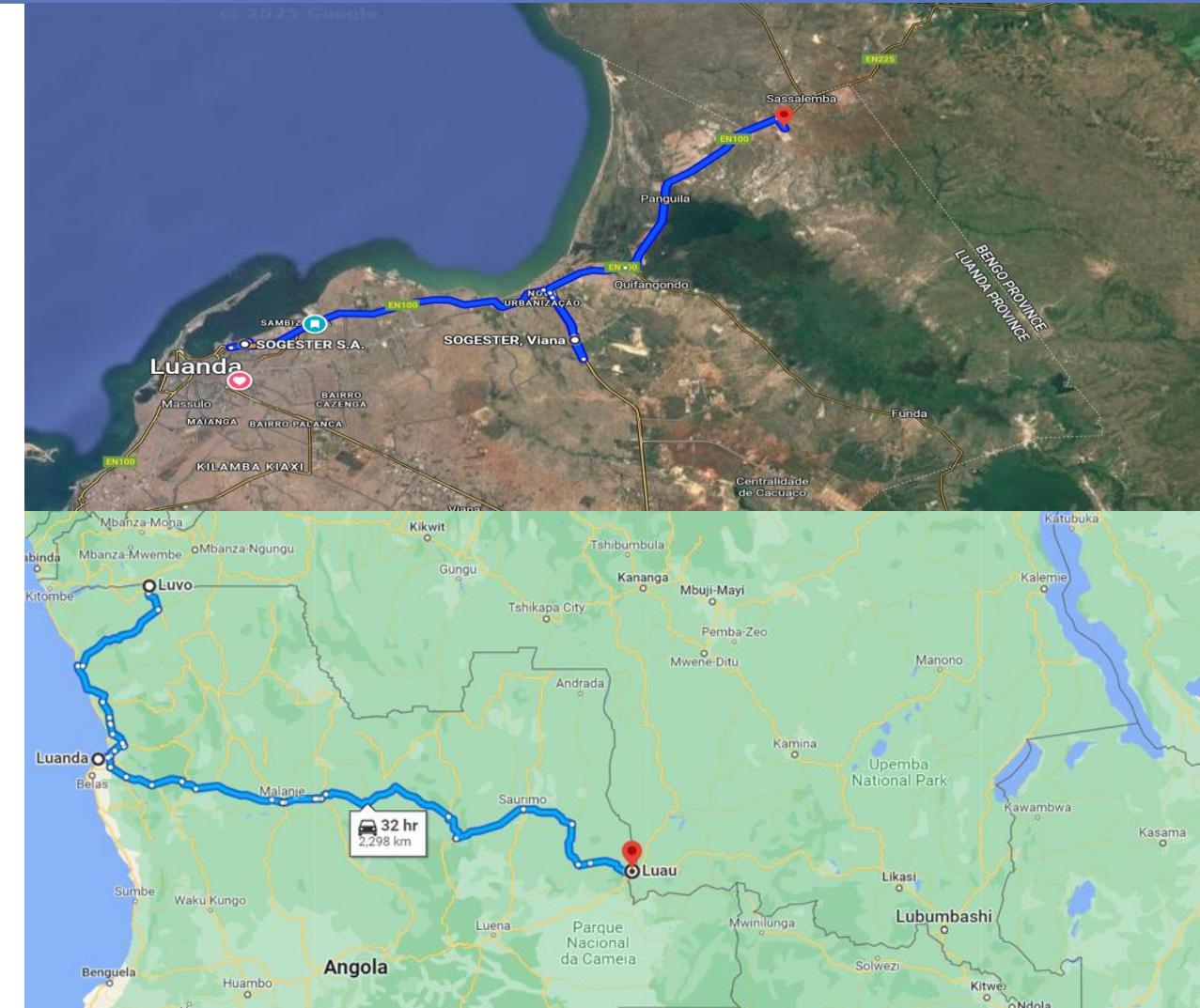
VIANA ICD TERMINAL

Viana ICD - General Information

- Safe and healthy operation;
- CCTV
- 9.4 hectares paved;
- + 360 refrigerated connections;
- Logistics hub for door-to-door delivery;
- Guaranteed equipment availability;
- Updated IT connectivity;
- High safety wall;
- Properly illuminated patio with traffic markings and storage;
- Underground wiring of refrigerated connections;
- Area for customs clearance;
- VGM certification for export cargo;
- Customs inspection area including Camera coverage;
- Maximized security for customer goods;
- Up-to-date temperature monitoring of refrigerators
- Scanner AGT (Customs) operational

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Viana ICD - Advantages

- Situated in Luanda Industrial area, there is a need to transports to discharge most cargo into the factories allocated in that zone;
- Shorter pickup time, as there is no city traffic;
- Faster turn time on containers return;
- Possibility of direct discharge in our premises as we also have a warehouse and machinery allocated;
- Sogester its in chage of all transfer, so there are no risks for the Line or importers/exporters;
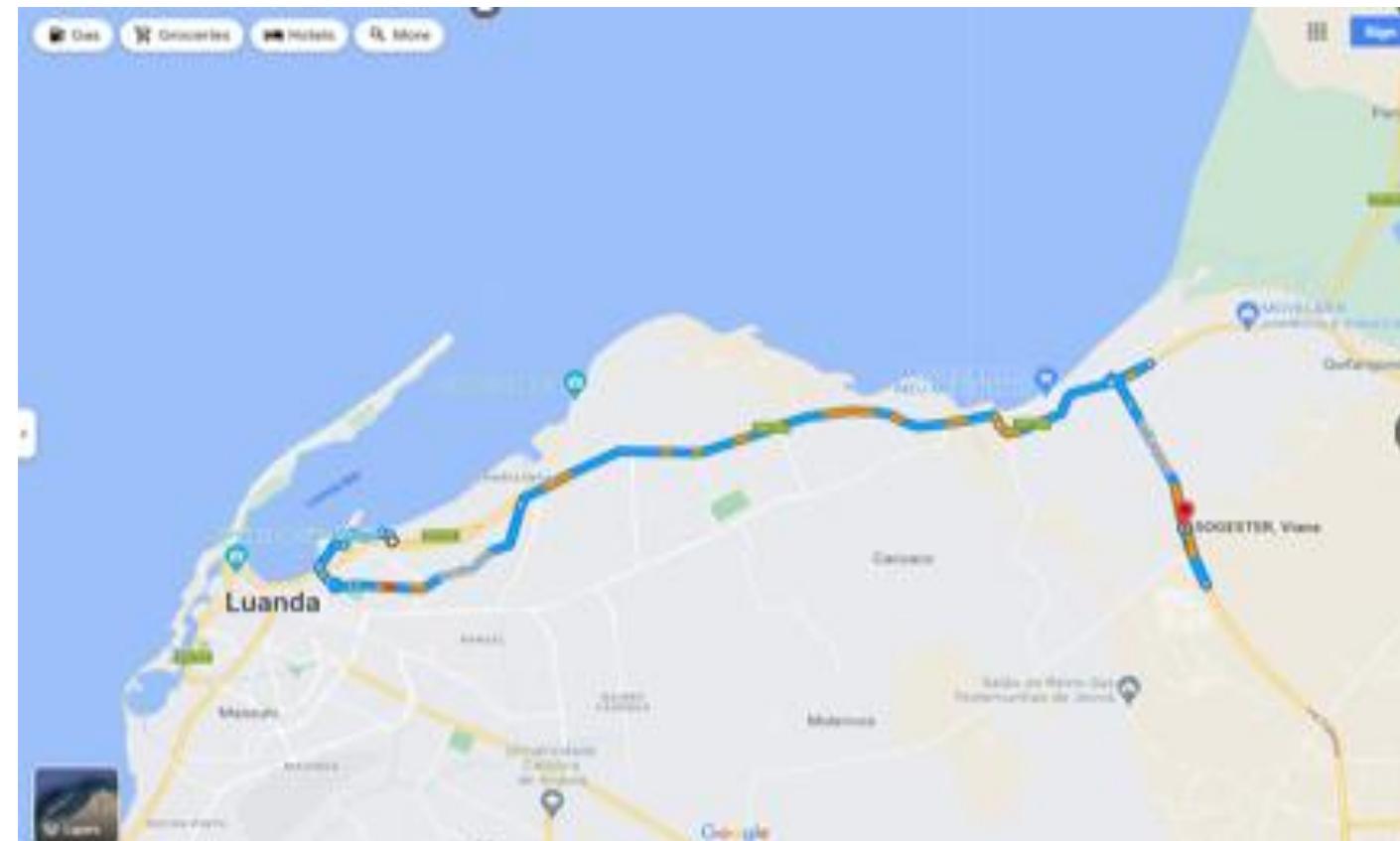
Performance Highlights

Sogester has demonstrated strong performance across all key areas, with significant achievements in safety, financial health, operational efficiency, and commercial growth.

Safety Excellence
Maintained world-class safety performance.

Operational Efficiency
Achieved significant throughput with optimized productivity metrics and effective yard utilization strategies.

Service Expansion
Strengthened market position through diversified customer portfolio and innovative service offerings.

Sustainable Practices
Integrated environmental considerations into operations, reducing our carbon footprint while enhancing efficiency.

Strategic Outlook

Our strategy focuses on enhancing operational efficiency, expanding our service offerings, and further integrating sustainable practices to ensure long-term growth and resilience.

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Sogester & Regional Connectivity

- Modern infrastructure

- Technology-driven efficiency

- Rail & trucking partnerships

- Customs collaboration & scanning

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Challenges vs Opportunities

⚠️ **CHALLENGES** ➜

🔗 ➜ Fragmented intermodal coordination (road–rail–sea)

🛂 ➜ Customs and border clearance delays

📄 ➜ Limited harmonization of regional procedures

⛽ ➜ High inland transport and fuel costs

🛣️ ➜ Infrastructure gaps outside main corridors

💡 **OPPORTUNITIES** ➜

🌍 ➜ Position Angola as a **regional logistics gateway**

🚉 ➜ Revive and expand **rail-based cargo corridors**

🔄 ➜ Increase **transit cargo** to/from SADC countries

🏗️ ➜ Develop **value-added logistics services** (ICDs, warehousing, consolidation)

🤝 ➜ Strengthen **public–private partnerships** and digital integration

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One Region One Economy – Vision

- **Unified regional markets**

- **Shared infrastructure**

- **Efficient cross-border flows**

- **Sustainable transport**

- **Strengthening Angola's competitiveness**

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Conclusion

- Redefining connectivity

- Reviving trade

- Integrating regions

- Sogester connecting Angola to the world

THANK YOU