Operational Challenges in Angola Terminals and ways to over come it

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Where we came from

2007

SOGESTER was awarded the concession of the container terminal in the Port of Luanda.

2009

Arrival of the first Mobile Cranes.

2009

First inland container depot in Panguila.

2014

SOGESTER was awarded the Port of Namibe.

2017

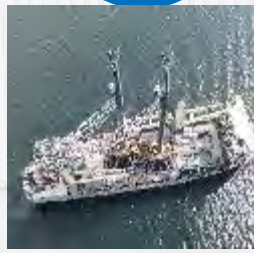
Completed construction of the second inland depot in Viana (Industrial area).

2021

Official opening of Viana depot.

2022

Arrival of 3 largest mobile cranes in Africa.



Main Terminal (Boavista)

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- Recognise safety, security regulations and CCTV;
- Redundant Internet connection;
- 8 Mobile harbour cranes, 3x800, with width of up to 23 rows of containers, 3x550, width of up to 17 rows of containers and 2x500 width up to 15 rows of containers;
- Storage capacity of +/- 11 000 TEUs;
- 480 reefer connections, + 200 extra alternatives;
- Energy treatment plant for reefer containers;
- Draft depth between 11.5 m and 12.5m between TC1 and TC3, berth lengths 400m + 210m;
- Continuous maintenance of the container yard;
- VGM certification on weighing scale and/or reach stacker;
- **Short-term investments**...
- Automatic gates;
- Truck appointment;
- Online billing;


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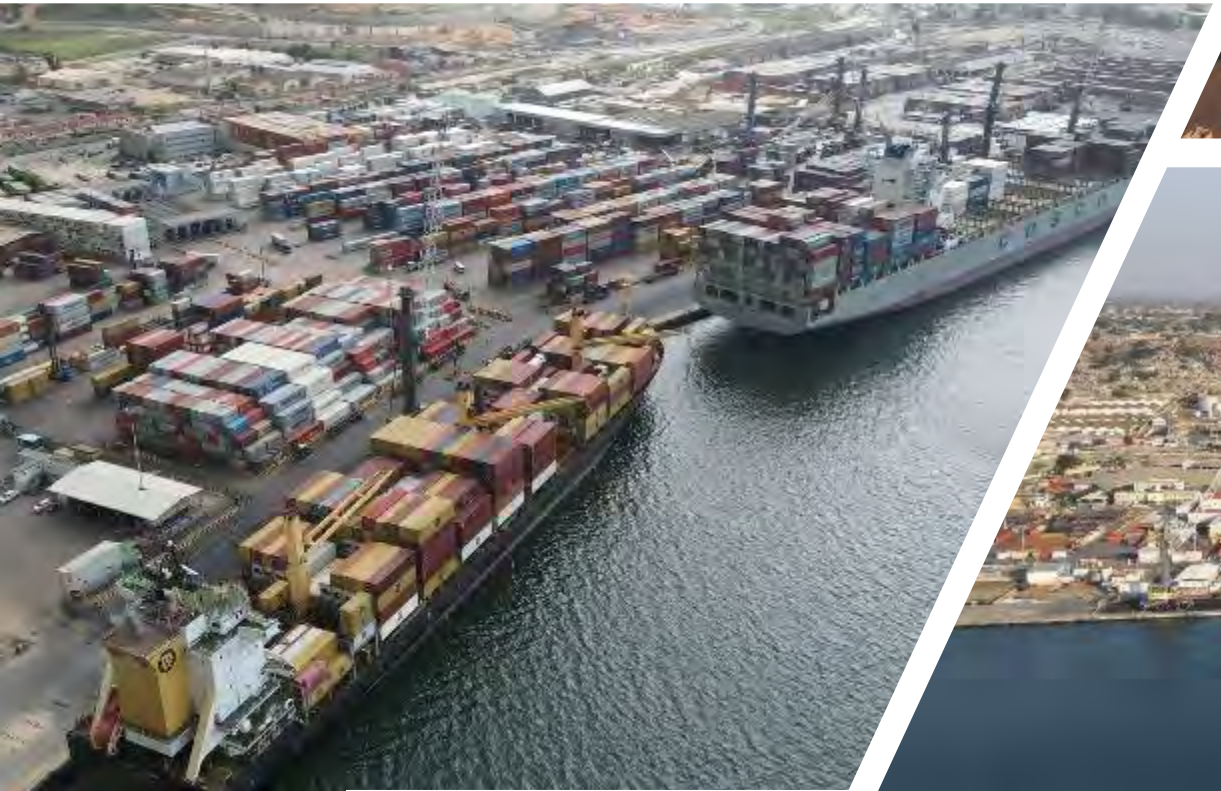

Inland Depot (Panguila)

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- Maximised security and high safety fence;
- CCTV & Terminal Yard properly lighted and with traffic/storage markings;
- Updated IT connectivity;
- 37 hectares, between bonded and non bonded area;
- Rental offices and parking for trucks;
- Customs inspection area;
- + 384 reefer connections with underground wiring;
- Logistic hub for door-to-door delivery;
- Guaranteed equipment availability;
- VGM certification for export cargo;
- Logistically attractive to Congo and Zambia customers, by reducing the number of KM and borders to cross;
- Integrated logistics for all chain customers;


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Inland Depot (Viana)

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- Maximised security and high safety fence;
- CCTV & Terminal yard properly lighted and with traffic/storage markings;
- Updated IT connectivity;
- 9.4 hectares, between bonded and non-bonded area;
- Closed warehouse;
- Customs inspection area;
- + 360 reefer connections with underground wiring;
- Logistic hub for door-to-door delivery;
- Guaranteed equipment availability;
- Updated IT connectivity;
- VGM certification for export cargo;
- Proximity of industries;
- Faster container pick-up, promoting less trucks in the city;


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Port of Namibe (Multi purpose Terminal)

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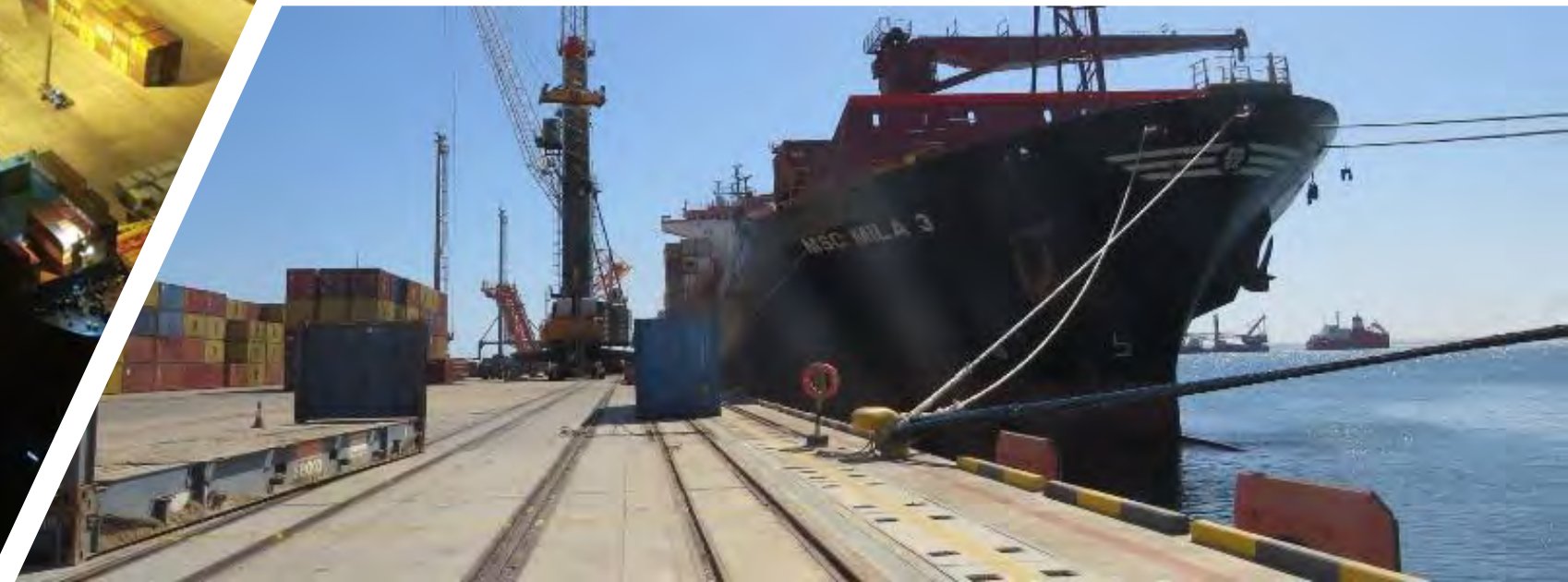
- 12 hectares, between bonded and non-bonded area;
- 754 meters Port extension;
- 10 meters draft;
- 2 gate cabins;
- +100 reefer connections;
- 2 Mobile cranes Liebherr 550;
- Currently use as the main export Port of granite to Europe and Asia;
- Namibe is geographically strategic for importing and exporting cargo in and out of the southern zone and neighbouring countries;
- Port with railway line on pier;


MSC MILA 3

Ports in Africa

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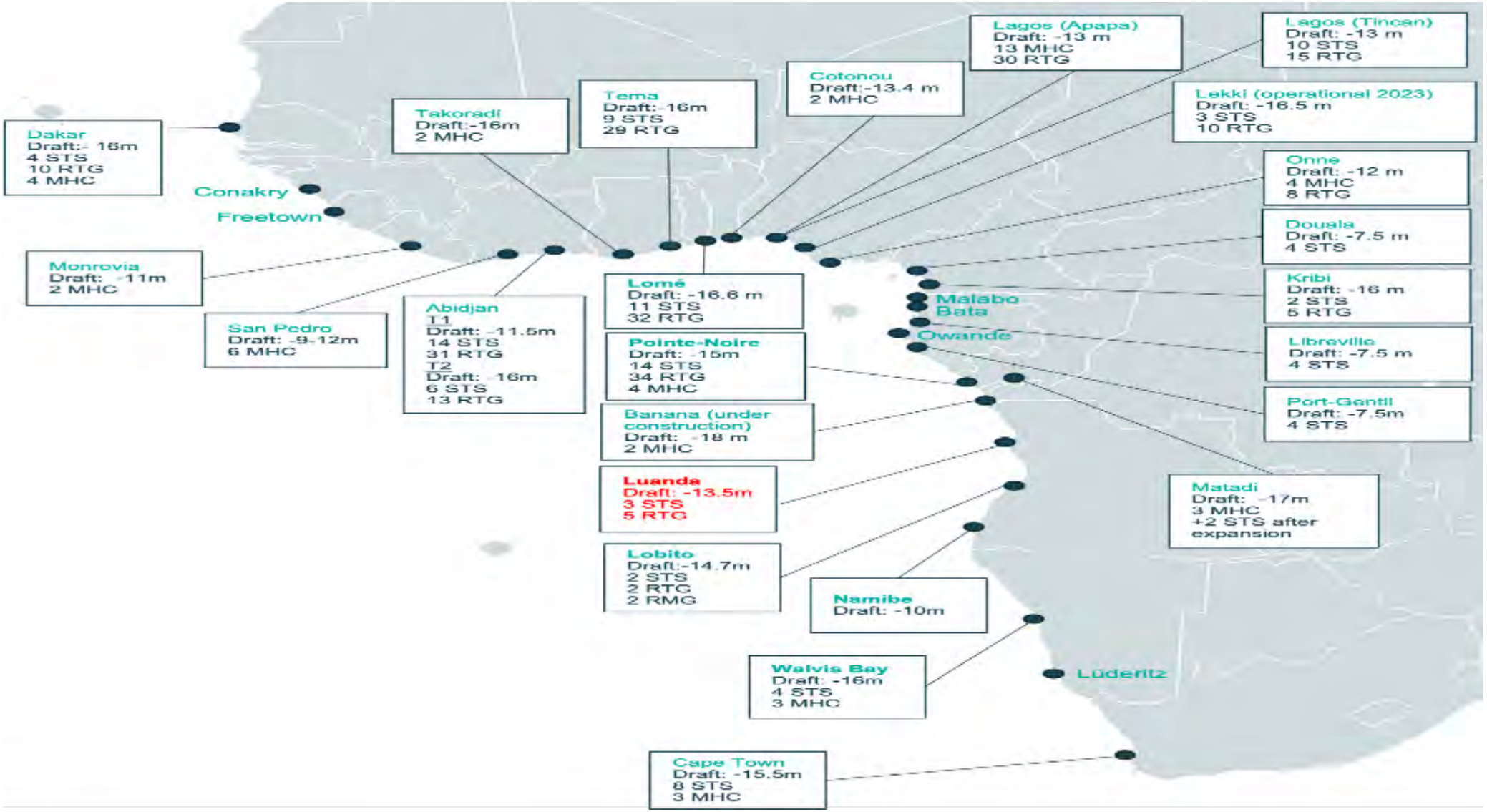

Operational Challenges

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What If…

- Bigger investment…
- Most countries in Africa are landlocked, hinterland connectivity is improved through investment in road and rail infrastructure to Zambia, Zimbabwe, Congo, etc there is great opportunity to increase trade.
- Terminal capacity has to increase significantly, this will prevent congestion and increase trade growth.
- A number of Terminals in West Africa have already started automating their Gate Processes, but still missing ship operations, transfer and yard equipment automation.
- Exception handling
- Container shipping in West Africa is still a very unpredictable business. Automation requires standardization and some degree of predictability, which can be difficult to achieve when exception handling through manual procedures is the norm.
- Workforce issues

Operational Challenges

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What If…

- The requirements of an automated Container Terminal in term of workforce are very different from those of manual terminals. The existing workforce might not be fully equipped for a transition to automation. The new roles will require new skills that might not be readily available in most West African terminals.

- Automation requires assets. The costs of new machineries and hardware is often an expensive one and the returns may not be immediate.

- Cybersecurity

- In the meantime, a major concern on almost all Container Terminal automation projects is the worker's fear for losing their jobs. This is not a new phenomenon. In the past, many have worried in similar ways about what lies ahead when faced with technological changes (Susskind, 2020). This "Automation Anxiety" has surfaced during almost all major technological advancements the past.

- High Capital Investment

- A key characteristic of automated Container Terminals is the reliance on connected equipments. Cranes, yard equipments, vessels and gate equipments all need to access and share information through telecommunication networks. Such a reliance on data, internet and communication networks constitute a safety risk for the Container Terminal.

- Terminals should start with less complex processes such as the automation of the Gates and move progressively to the Yard, fortunately we are currently on test runs for the first automatic gates.

Thank You

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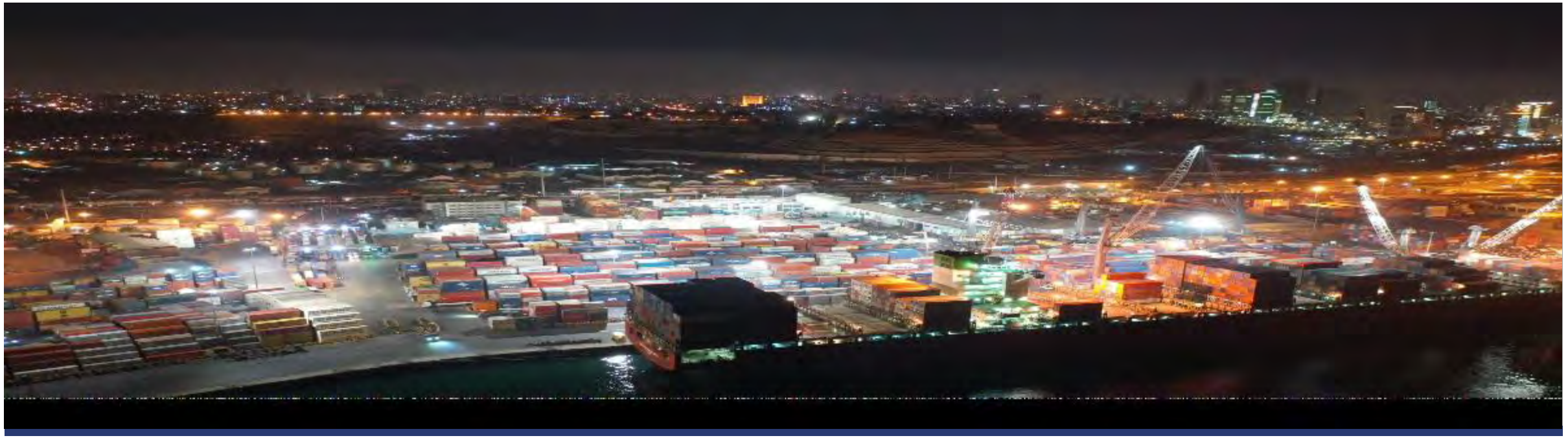

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