



ANGOLA – EU LOBITO CORRIDOR BUSINESS FORUM

Lobito Corridor Master Plan



DIVERSIFICA MAIS

Desbloqueando o Potencial do Desenvolvimento Nacional

FINANCING:



THE WORLD BANK



GOVERNO DE
ANGOLA

minplan.gov.ao
Ministério do Planeamento



GOVERNO DE
ANGOLA

mintrans.gov.ao
Ministério dos Transportes

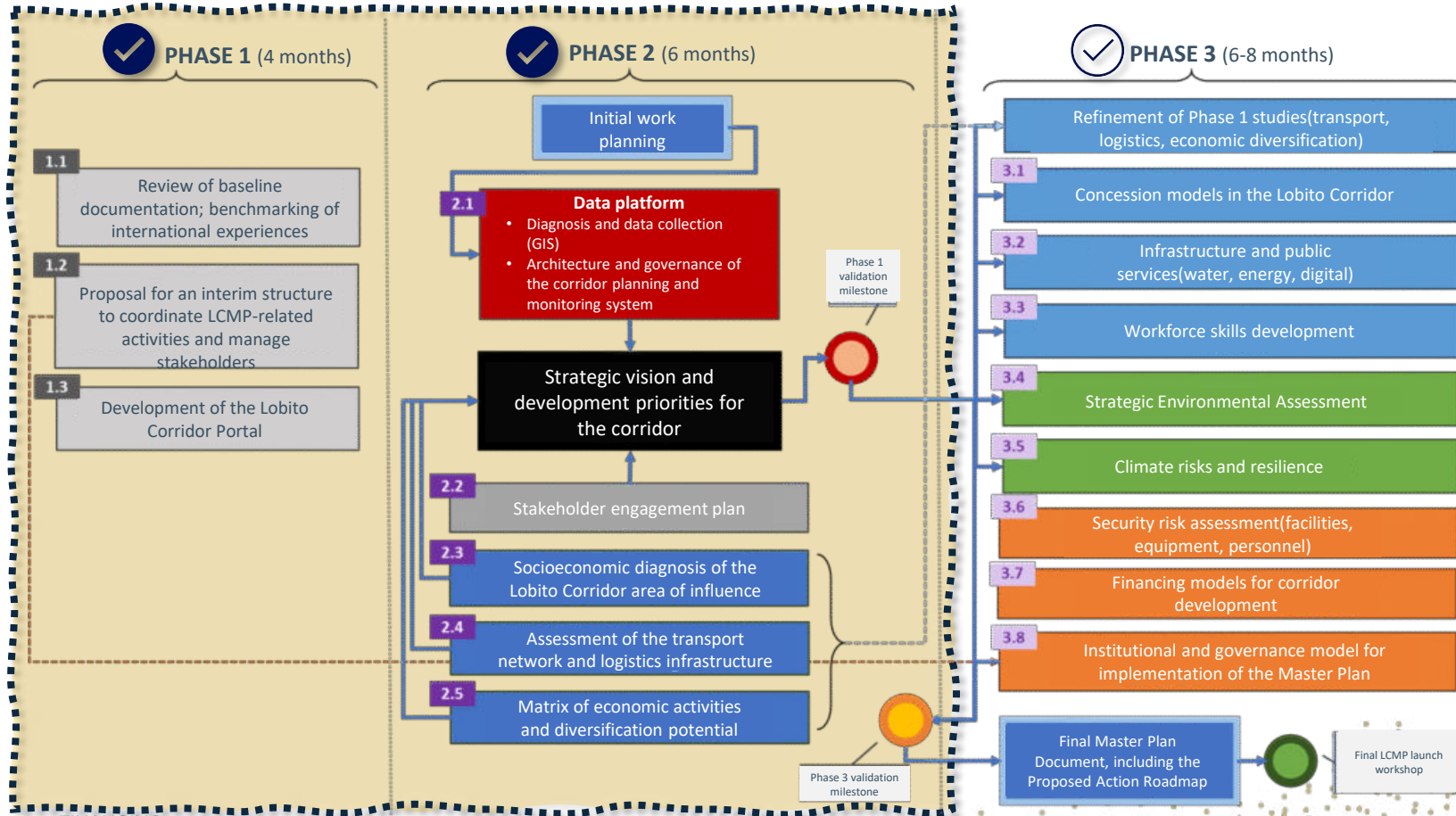


ARCCLA
Agência Reguladora
de Certificação de Carga
e Logística de Angola

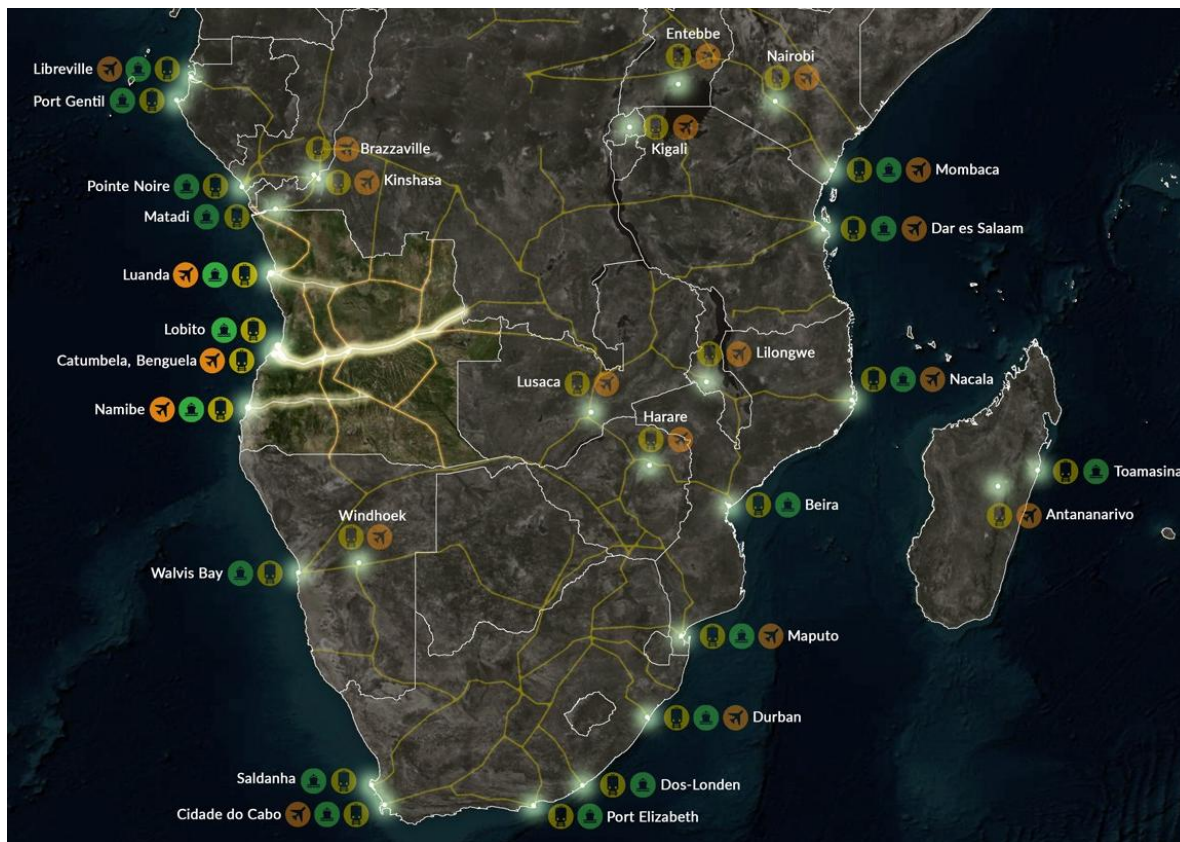
INDEX

INTRODUCTION	03
CONTEXT	06
PROJECT FRAMEWORK	10
VISION 2050	11
SECTORS AND OPPORTUNITIES	12
GOVERNANCE MECHANISMS	30

The Lobito Corridor Master Plan is structured into **three key phases** to ensure a systematic and participatory process, gradually moving from preliminary diagnosis and planning to the detailed formulation of the strategy and final implementation frameworks.

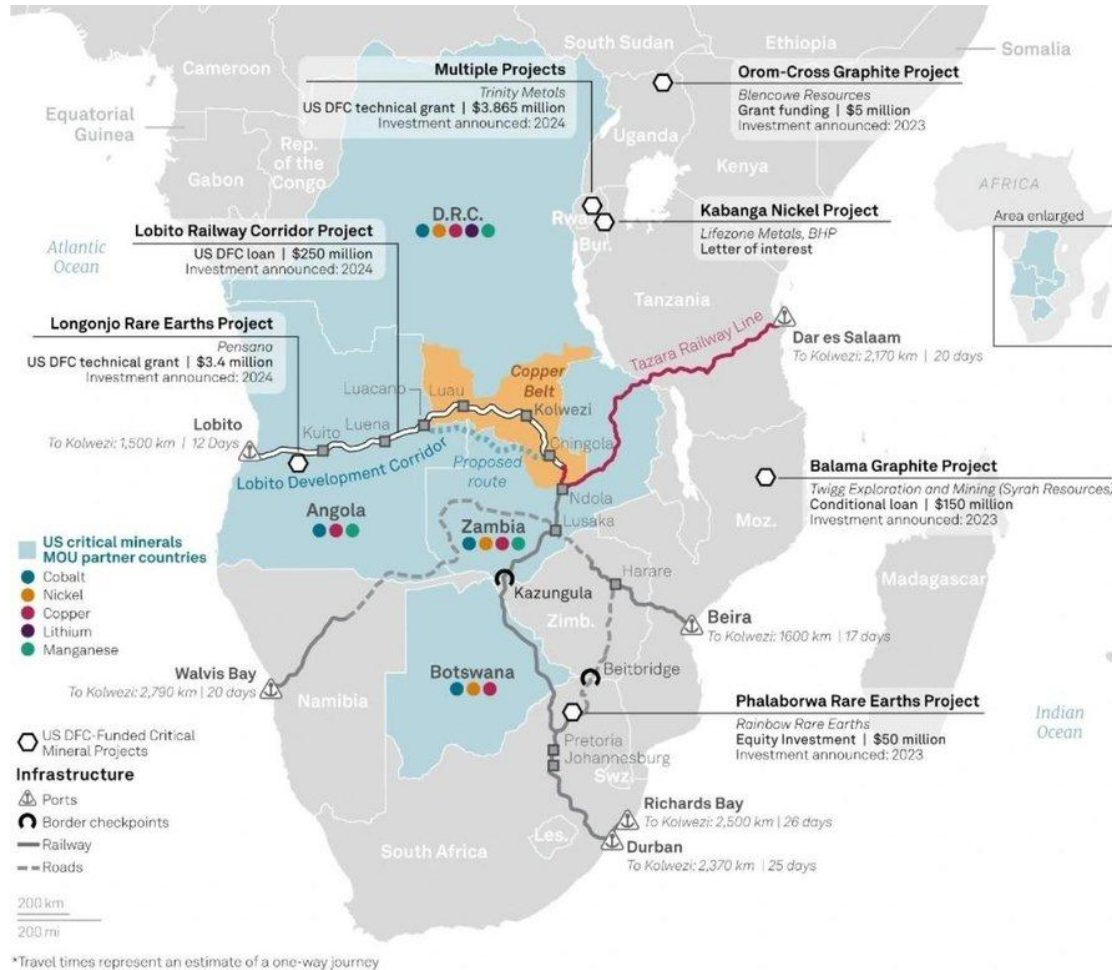


- Phase 1 focuses on the **preparation of the baseline work** required to oversee and guide the LCMP development process.
- Phase 2 focuses on the collection of critical data and the **completion of preliminary studies** in order to establish a strategic baseline for the LCMP.
- Phase 3 (ongoing) involves **detailed thematic studies and strategic planning**, aimed at consolidating all results into a comprehensive master plan



Source: IDOM/GLOBALTEC

- In the international context, Africa is undergoing a structural transformation of its logistics system, driven by changes in global trade, the energy transition, regional integration, and the need to reduce historically high logistics costs. **Logistics development is no longer merely a matter of infrastructure; it has become a strategic factor in economic and geopolitical competitiveness.**
- **Angola's** geographical location, combined with its abundant natural resources and the **evolving national and international political context**, gives the country a set of unique advantages that strategically position it as a **key logistics hub in Southern Africa**.
- **It's area of influence extends beyond its borders** to neighboring countries—the DRC, Zambia, and Namibia—**facilitating efficient trade corridors and strengthening connections with Europe and the Americas.**



Source: US International Development Finance Corporation

- The **Lobito Corridor** is evolving from a single-ocean (Atlantic) export route into a transcontinental **logistics axis** that integrates the **Atlantic and Indian Oceans**, linking **West, Central, and East Africa** through rail, port, and multimodal infrastructure.
- Provides **efficient logistics** for **mineral exports** and essential imports, strengthening **trade integration** in **Central Africa**.
- Approximately **80% of market potential** is generated by the **Katanga (Copperbelt) region**. The Lobito Mineral Port supports *cross-border* trade in **minerals, general cargo, and fuels**.

Lobito Corridor Evolution: Key Milestones (1931–2023)

1931

Benguela Railway 99
year-concession by
Portugal government



1973

The railway mobilizes
60% of Zaire's Copper
and 43% of Zambia



1975

Independence of
Angola and start
of Civil War



2001

Completion of 99
year-concession



2002

End of Angola's Civil War
(3% of Lobito's Corridor
is operational)



2014

2 Billion USD
rehabilitation works
led by Chinese



2023

LAR win 30-year
concession



LOBITO CORRIDOR AND ITS INTEGRATION THROUGH ANGOLA, DRC AND ZAMBIA

LENGTH OF
1,300 KM



ANGOLA

- Leveraging the corridor as a driver of **productive urbanization**.
- Boosting **agro-industrial** and processing **value chains**.
- Expanding **coastal and cultural tourism**.
- Scaling **renewable energy** and decentralized solutions.



Source: Africa Policy Research Institute

In 2011, the railway carried **5,640 tons** of goods and **129,430** passengers.

Angola's Journal. May 2012 Edition



DEMOCRATIC
REPUBLIC OF
THE CONGO

- The Democratic Republic of the Congo (DRC) is a highly open, **trade-dependent economy** with a **dominant industrial sector**.



Population

Over 8 million people
25% of Angola's population



ZAMBIA

- Zambia shows a **balanced industrial profile** with increasing **trade integration**.

The mineral wealth along the Lobito Corridor is immense and passes through the densest mineral deposits in the DRC's Katanga region and Zambia's Copperbelt.

Corridor Provinces: Demographics and Development Profiles

Diversified coastal economy, but **urban-rural disparities** are the largest in the corridor.

BENGUELA

2.6M inhab.
59.5% urbanized

Very dense and very young province (**median age 16**) with **74%** of jobs in agriculture.

HUAMBO

2.7M inhab.
48.2% urbanized

Low density, scattered settlements, **and 70.9%** of employment in agriculture, with severe transport isolation.

BIÉ

2.3M inhab.
44.7% urbanized

MOXICO LESTE

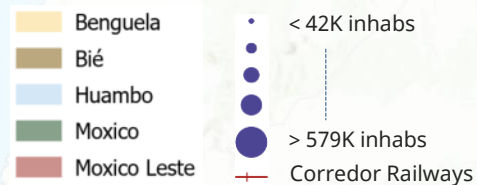
0.4M inhab.
53.3% urbanized

Lower human capital, very limited basic infrastructure (**electricity 6.8%**), and high geographic isolation.

MOXICO

0.6M inhab.
69.2% urbanized

Population hyper-concentrated in Luena (**62% of the province**) in a territory with very low density.



PROJECT FRAMEWORK

Master Plan Purpose and Strategic Objectives

PROJECT FRAMEWORK



With
Support
of



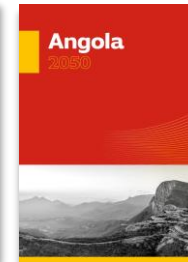
Project
Implementation



DIVERSIFICA MAIS
Desbloqueando o Potencial do Desenvolvimento Nacional

Acceleration Project for Private
Sector development with the
Economic Diversification and Job
Creation

ALIGNEMENT WITH NATIONAL STRATEGIES



LONG TERM STRATEGY 2050 (LTS 2050)



2023-2050 Timeframe, main objectives:

- Becoming a society that values **human capital**;
- Developing **modern and competitive infrastructures**;
- Transitioning to a **diversified and prosperous economy**;
- Promoting a **resilient and sustainable** environment;
- Becoming a nation open to the world, safe and **with opportunities for all**.

LOBITO CORRIDOR MASTER PLAN

Objectives



Drive economic diversification and
higher productivity



Catalyze private sector investment
and create an enabling environment



Generate more and better jobs,
especially for women and youth



Expand regional and global trade
through a Climate-Resilient Corridor

FINANCING:



THE WORLD BANK



GOVERNO DE
ANGOLA

minplan.gov.ao
Ministério do Planeamento



GOVERNO DE
ANGOLA

mintrans.gov.ao
Ministério dos Transportes



ARCCLA
Agência Reguladora
de Cartão de Crédito
e Logística em Angola

Vision 2050: Pillars, Value Chains, and Target Outcomes

The Vision of the **Lobito Corridor Master Plan** sets out a long-term strategic ambition to transform the corridor into a **leading economic, logistical, social, and territorial development spine**.

INTEGRATED STRATEGIC ALIGNMENT

Synchronizes Angola 2050 and regional SADC agreements with international Green, Resilient, and inclusive (GRID) frameworks.



73
OPPORTUNITIES

FIVE PILLARS OF THE MASTER PLAN



KEY DRIVERS AND PRIORITY VALUE CHAINS

Leverages logistics and skills to boost sectors like Agriculture, Mining Logistics, and Tourism.



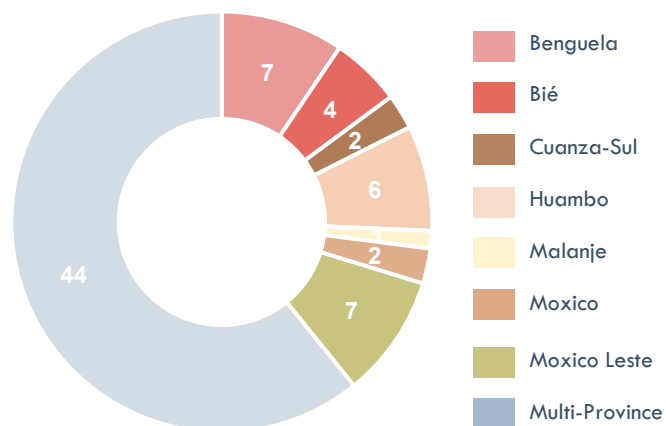
TARGET DEVELOPMENT OUTCOMES

Success is measured by improved food security, territorial cohesion, green growth, and private investment.

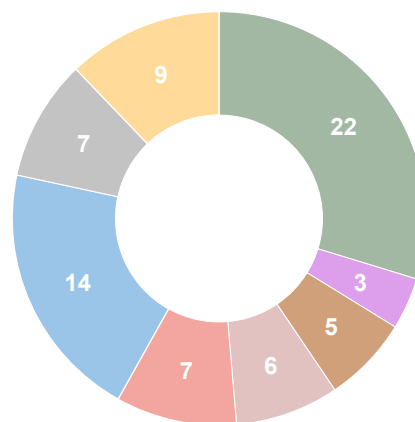


- The Indicative Action Plan presents, for each priority sector, a brief sector overview followed by the associated project opportunities, translating the Corridor's strategic vision into a portfolio of concrete actions to address key constraints, strengthen value chains, and meet the economic, enabling, and territorial needs of the Lobito Corridor facilitating Private Investment.

Overall Project Distribution by Province

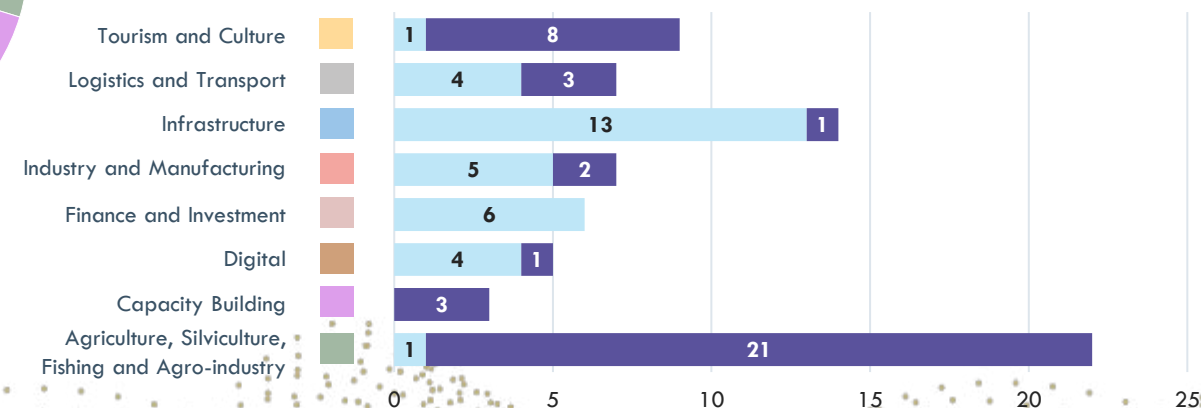


Overall Project Distribution by Sector



Categories

- Enabler:** Public infrastructure and systems that enable, support, and de-risk strategic investments (roads, energy, water, digital connectivity).
- Strategic:** Productive and sectoral projects that directly generate economic activity, value addition, and employment along the Corridor.





ANGOLA

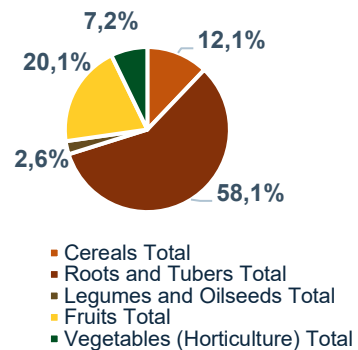
In Angola the Agriculture sector contributes between **9.5%** of **GDP**.



LOBITO CORRIDOR

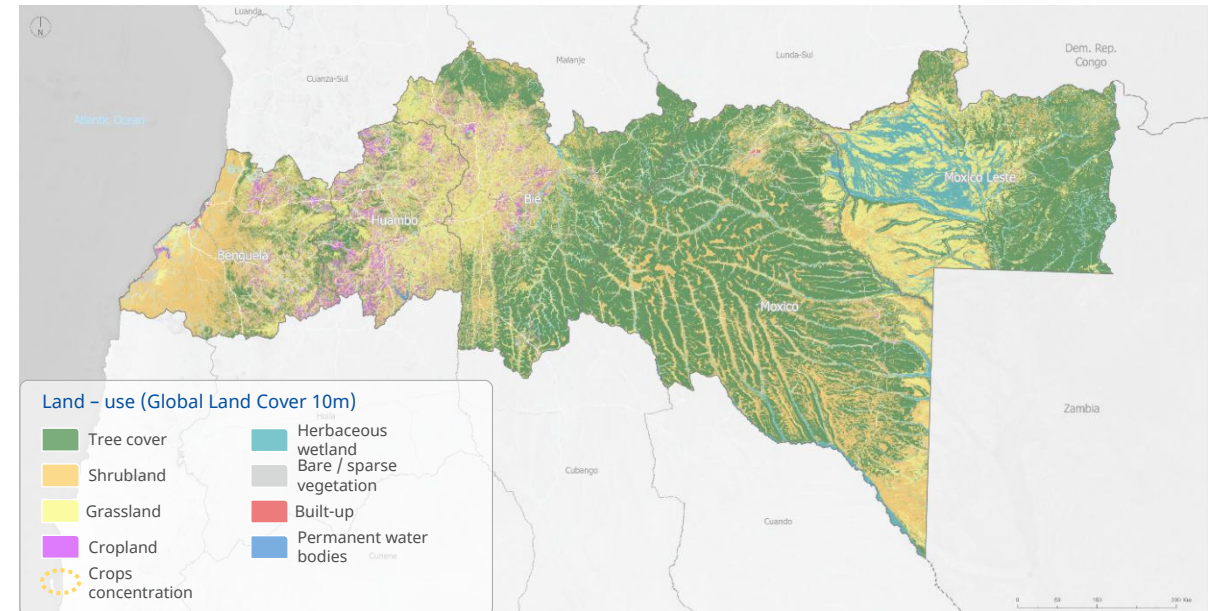
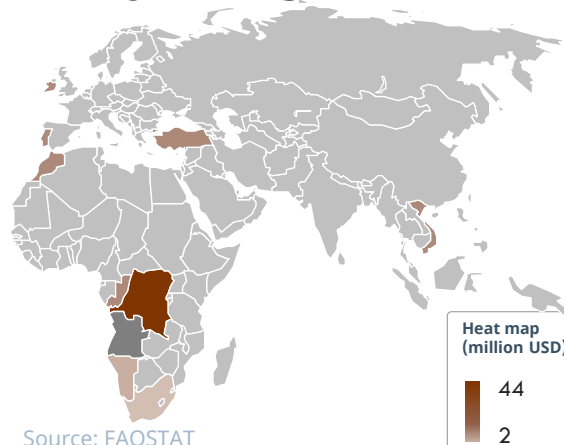
- **Agricultural Companies (ACs)** occupy **3.19 M Ha** in the country; Corridor **≈ 17% of all ACs in the country** - (of these: Benguela **43.2%** • Huambo **20.8%** • Bié **19.9%** • Moxico/East Moxico **16.1%**).
- **Bottlenecks:** post-harvest losses, rural roads, cold/certification;
- **Opportunity:** agro-processing and contracts with producers

Production by family farmers(tons)



Source: Anuário Estatístico da Agricultura de Angola – 2024, 2025

Main destinations for Angolan agricultural goods (2024)





ANGOLA

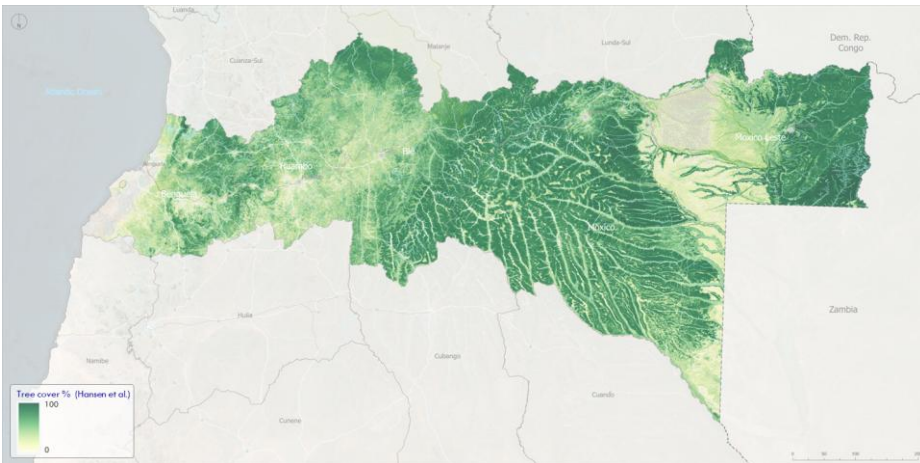
- 53 million hectares of natural forest (43% of the national territory)
- 326,000 cubic meters of charcoal and firewood.



LOBITO CORRIDOR

In the case of Lobito Corridor the distribution of forest resources is as follows

- Moxico and Moxico Leste have a high tree cover.
- Bié has a combining areas with high and medium tree cover.
- Huambo and Benguela, have a low cover tree.



FINANCING:



minplan.gov.ao
Ministério do Planeamento



mintrans.gov.ao
Ministério dos Transportes



ANGOLA

- Only 5% of total of marine production was exported, while 95% remained in the domestic market through consumption and processing.

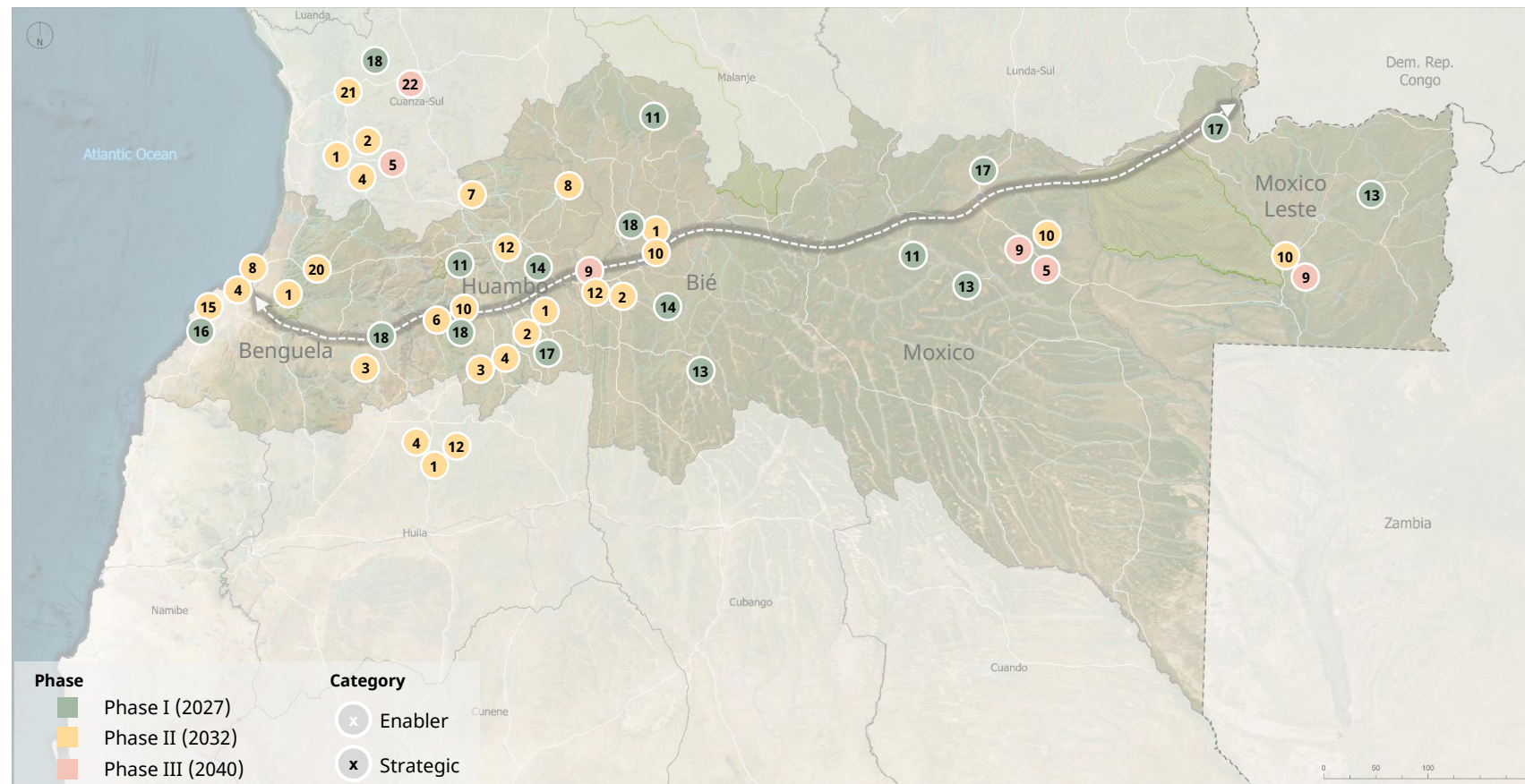


LOBITO CORRIDOR

- A distinguish province of Lobito Corridor linked to Fishing is **Benguela**, it represents the 25% of Maritime Fishing.
- **Benguela**, also has a national leadership in salt and dried fish processing. This province stood out as a coastal hub where high-volume marine catches, strong dried-fish output, and dominant iodized-salt operations.



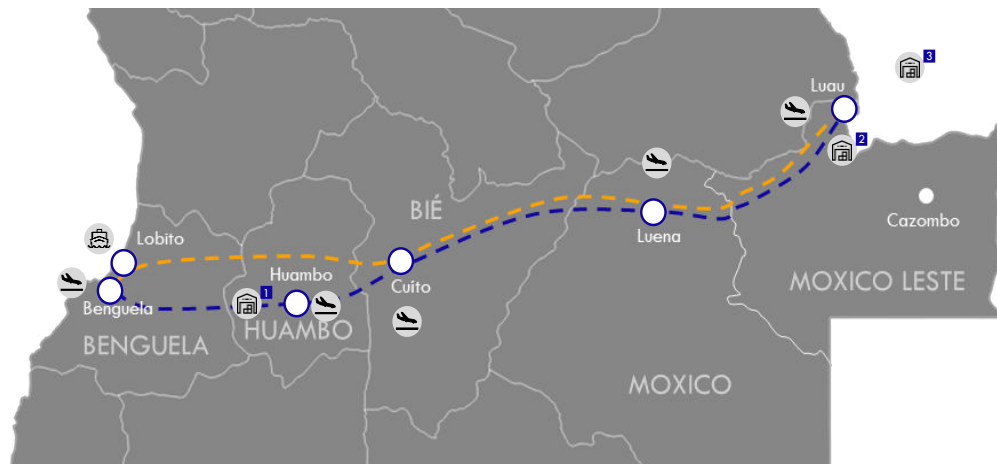
AGRICULTURE, SILVICULTURE, FISHING AND AGRO-INDUSTRY		
1	Integrated Cereal Processing Hub	P-II
2	Pulses & Oilseed Cluster and Processing	P-II
3	Altitude Horticulture Processing Hub	P-II
4	Fruit Export Platform & Packhouses	P-II
5	Cassava Industrialization Processing	P-III
6	Livestock rest station and slaughterhouse	P-II
7	Biofactory Processing for Sustainable Agriculture	P-II
8	Sunflower Oil Processing and Value Chain Development	P-II
9	Rice Husk Briquettes Processing through Cooperative Biofactories	P-III
10	Rice Husk Composites Processing for Sustainable Manufacturing	P-II
11	Engineered Wood Park (MDF, MDP, OSB and Furniture Components)	P-I
12	Participatory Breeding of Traditional Maize and Bean Varieties and Community Seed Banks	P-II
13	Inland Aquaculture Parks (Tilapia & Catfish)	P-I
14	Cold Chain and Fish Processing Hubs	P-I
15	Processing in Fiberglass Boat Assembly and Marine Repair Yard	P-II
16	Local Net, Rope and Packaging Processing	P-I
17	Honey & Beeswax Export Cluster	P-I
18	Coffee Value-addition Processing Clusters	P-I
19	Land Bank (Banco de Terras)	P-I
20	Pineapple Juice Processing	P-II
21	Amboim Coffee Innovation Technology Park	P-II
22	Coffee Robusta Amboim GIHAS Recognition	P-III



Opportunities are represented as circles indicating their approximate geographic location within the Lobito Corridor. The map does not depict exact project footprints or final sites, but provides an indicative spatial reading of where opportunities are expected to be anchored or primarily operate. Opportunities that are systemic, or corridor-wide in nature -and therefore cannot be meaningfully localized- are not positioned on the map.

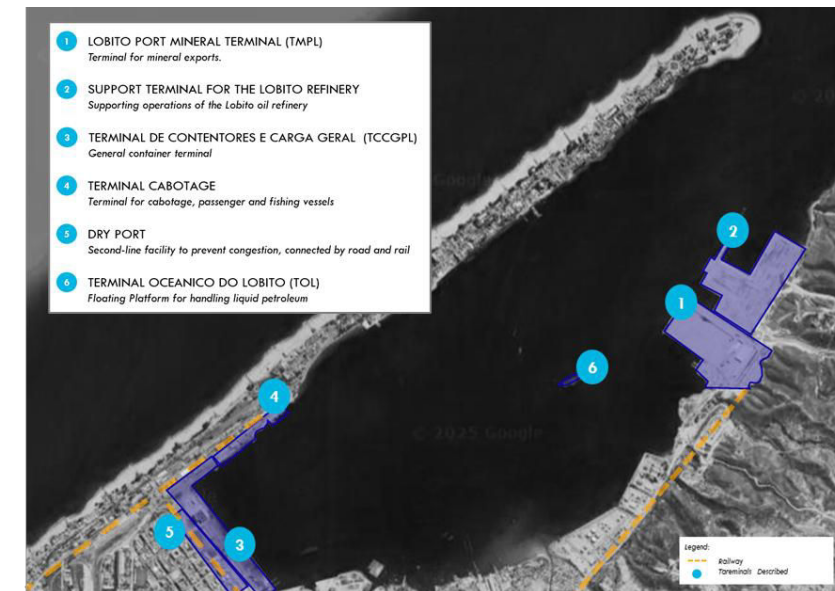
LOGISTICS HUBS

- The most relevant Logistics Hubs in Lobito Corridor are **Caála platform**, **Luau platform**, and the **Musompo warehouse**, (located in the Democratic Republic of Congo) and contributing to cross-border logistics integration.



PORT OF LOBITO

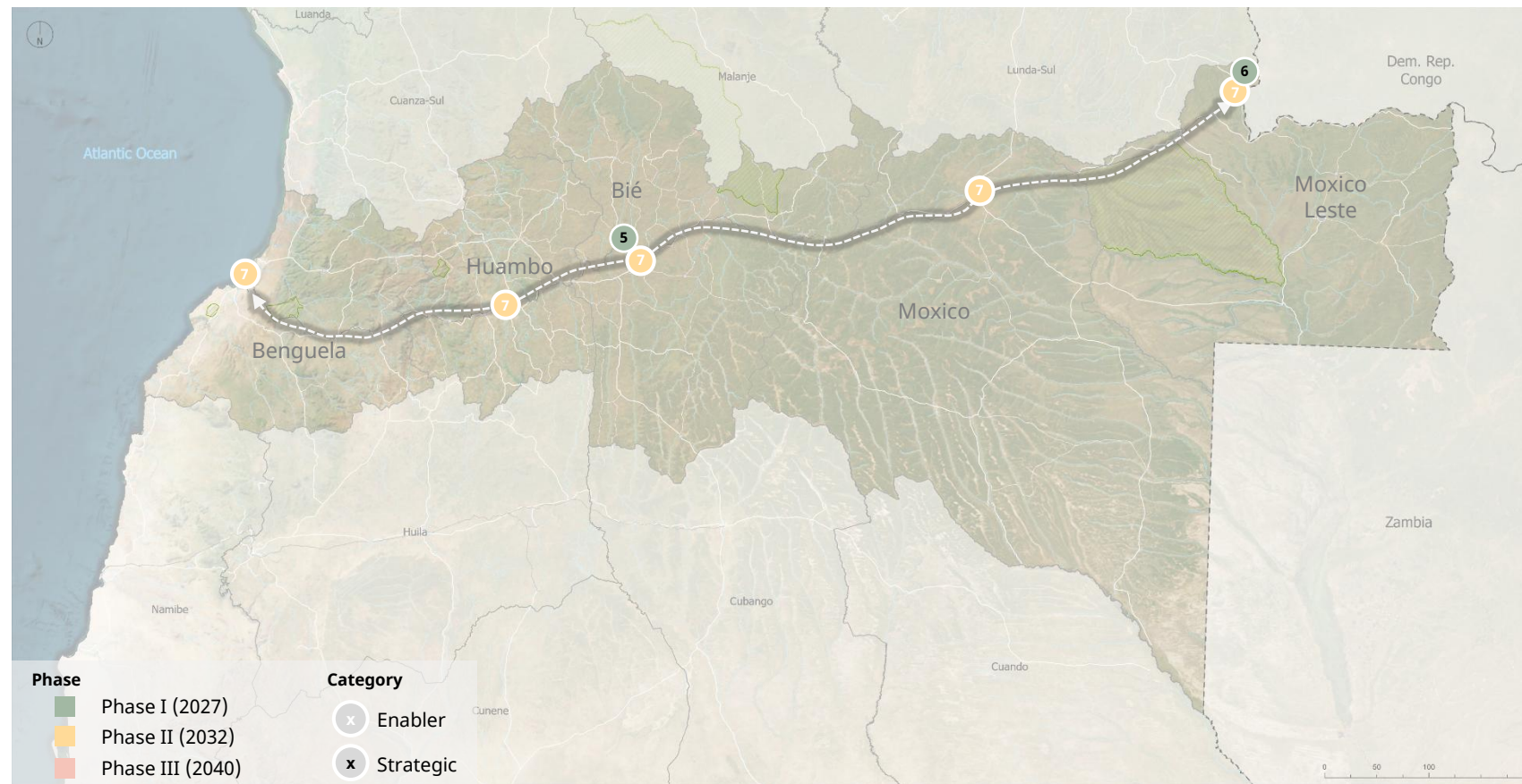
- The **Port of Lobito's infrastructure** comprises **five main terminals** complemented by a **Dry Port**.
- The **port's two strategic corridor-linked facilities** are the **Mineral Terminal**, operated by LAR, and the **Container and General Cargo Terminal**, operated by AGL.



Aerial view of the Lobito Corridor port area, with corridor-related terminals marked in marine blue, remaining terminals in sky blue, and the rail connection shown as an orange dashed line. Source: IDOM/GLOBALTEC

LOGISTICS AND TRANSPORT OPPORTUNITIES

1	Smallholder Market Integration & Aggregation Networks	P-II
2	Integrated Pre-Clearance & Certification Network	P-III
3	Cold Chain, Rural Logistics & Enabling Services	P-I
4	Increase the frequency of passenger trains	P-I
5	Bié Logistics Platform (Cunhinga)	P-I
6	Cross-Border Market and Industrial Hub in Luau	P-I
7	Improvement of cargo handling processes at railway stations	P-II



Opportunities are represented as circles indicating their approximate geographic location within the Lobito Corridor. The map does not depict exact project footprints or final sites, but provides an indicative spatial reading of where opportunities are expected to be anchored or primarily operate. Opportunities that are systemic, or corridor-wide in nature -and therefore cannot be meaningfully localized- are not positioned on the map.



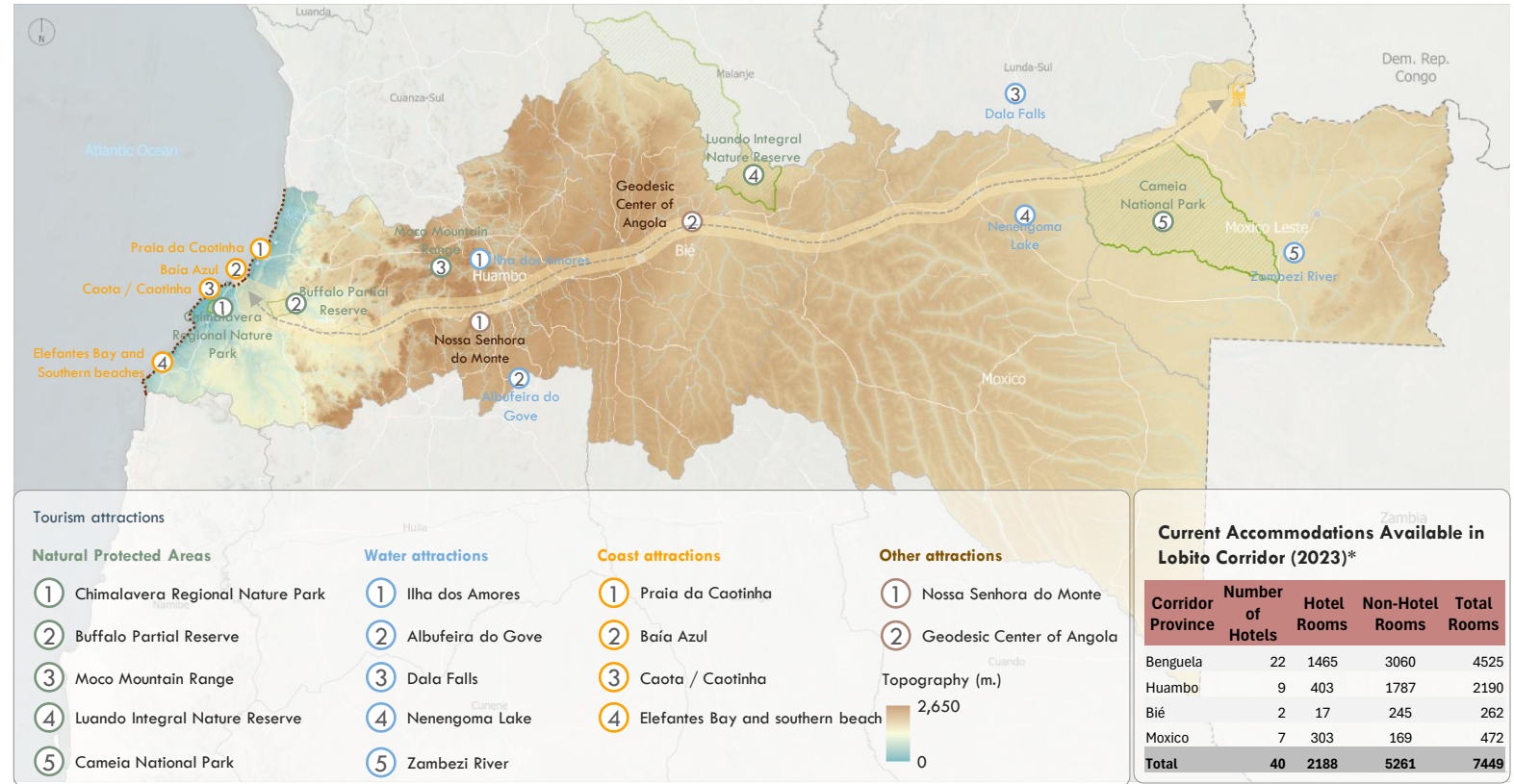
ANGOLA

- High natural and cultural potential
- Low infrastructure and connectivity
- Limited skills and accommodation
- Strong need for coordinated investment



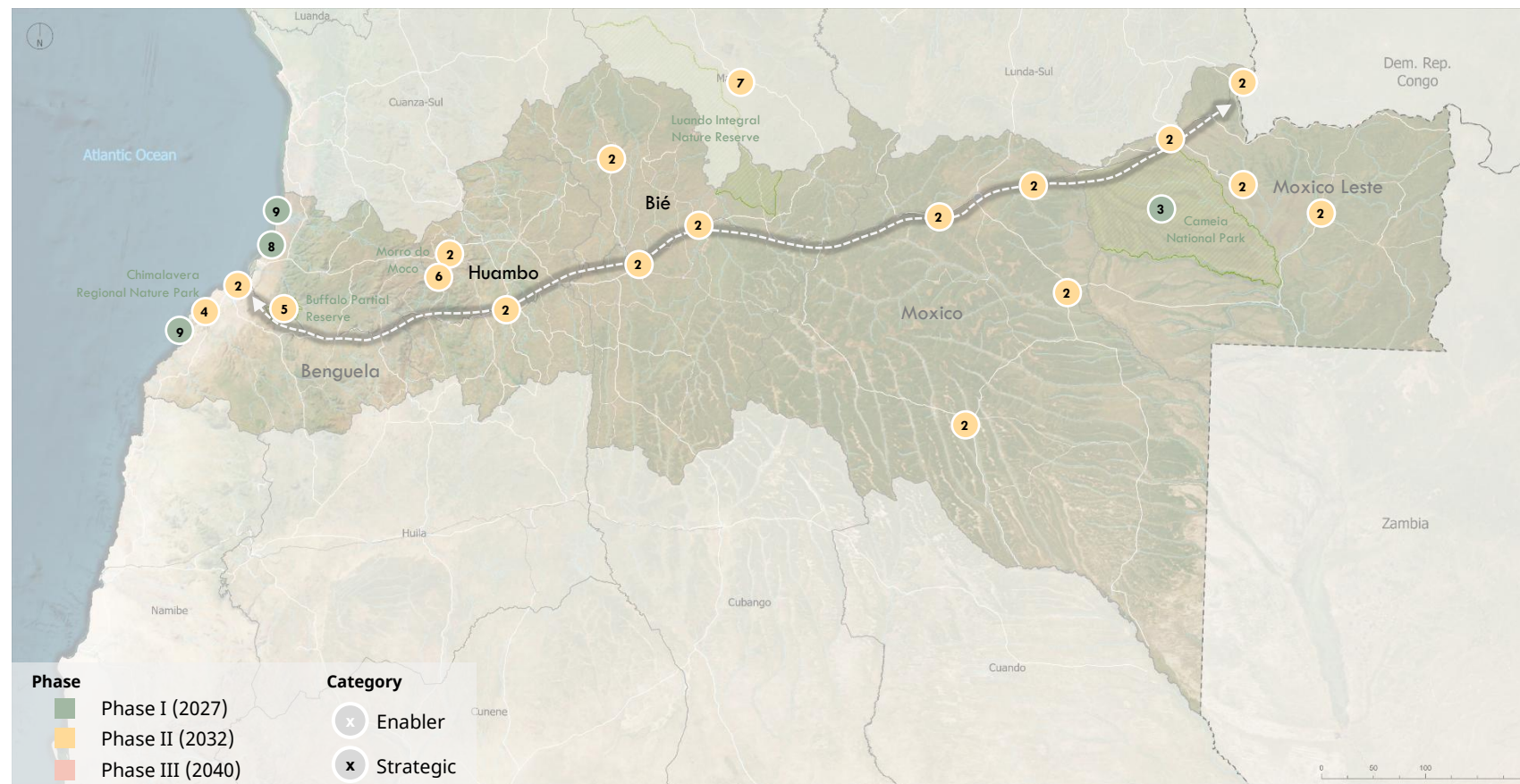
LOBITO CORRIDOR

- High concentration of priority tourism assets
- 11 PLANATUR-approved projects with allocated budgets
- Focus on beaches, parks and natural attractions
- Gaps in access and accommodation remain



*Source: Plano Nacional de Fomento ao Turismo – PLANATUR, 2024, Diário Oficial Governo de Angola, and Anuário Estatístico do Turismo, 2022-2023, INE.

TOURISM AND CULTURE		
1	Integrated Tourist Routes	P-I
2	Mid-Market Hotels & Business Lodges	P-II
3	Reactivation of Cameia National Park (ecotourism, nature conservation and local livelihoods development)	P-I
4	Reactivation of Parque Regional da Chimalavera	P-II
5	Reactivation of Buffalo Partial Reserve	P-II
6	Reactivation of Morro do Moco	P-II
7	Reactivation of Reserva Natural Integral do Luando	P-II
8	Reactivation of Lobito Mangroves and Flamingo Lagoon	P-I
9	Eco-Resorts in Baia dos Elefantes e praias do sul, Baia Azul, Egito Praia, Praia da Caotinha	P-I



Opportunities are represented as circles indicating their approximate geographic location within the Lobito Corridor. The map does not depict exact project footprints or final sites, but provides an indicative spatial reading of where opportunities are expected to be anchored or primarily operate. Opportunities that are systemic, or corridor-wide in nature -and therefore cannot be meaningfully localized- are not positioned on the map.



ANGOLA

- Skills gaps constrain productivity, diversification and formal employment
- Youth, women and informal workers **most affected**



LOBITO CORRIDOR

- Corridor growth increases demand for logistics, industrial and service skills
- Local workforce readiness remains uneven along the corridor
- Targeted TVET, on-the-job training and SME support are critical



ANGOLA

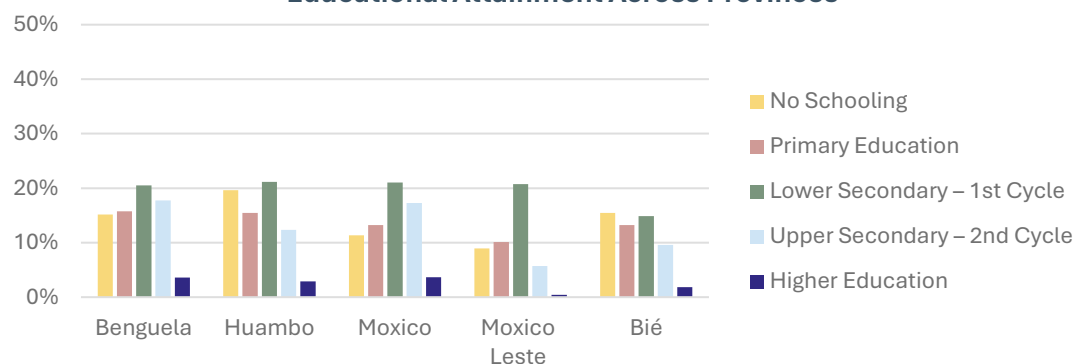
- Angola has made notable progress in digital connectivity in recent years, but the country still sits at a medium-low level of digitalisation overall.



LOBITO CORRIDOR

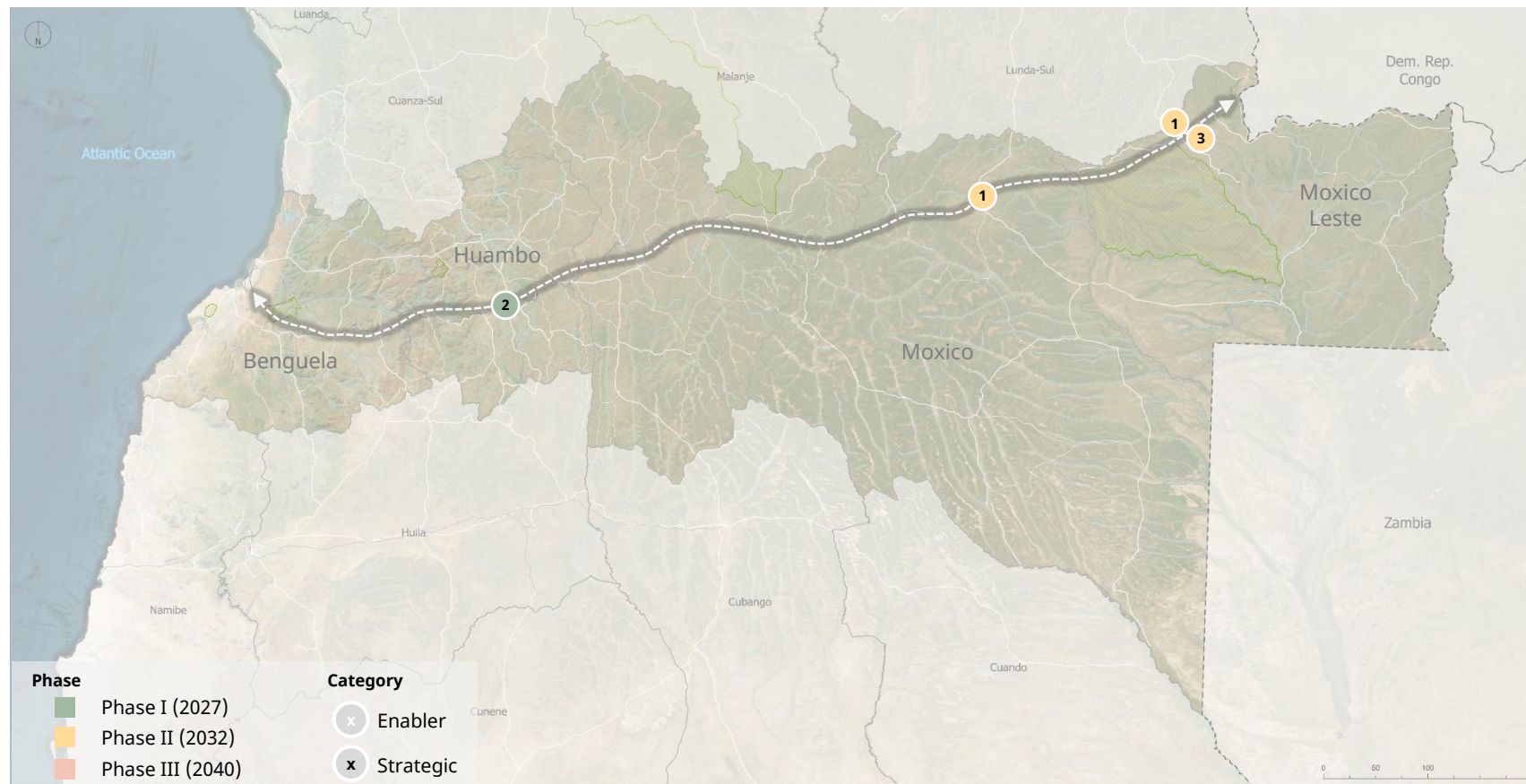
- Lobito Corridor stands out as a strategic axis where digitalisation is more advanced than the country average.
- In Lobito, mobile coverage is consolidated, with both 3G and 4G services widely available and operators such as Africell maintaining active networks in the area.
- Lobito Corridor benefits from ongoing investments in fibre-optic infrastructure and digital backbone projects.
- Unitel has progressively upgraded 3G/4G and begun 5G in select municipalities—including Cazenga (Luanda) and multiple Benguela communes.

Educational Attainment Across Provinces



CAPACITY BUILDING OPPORTUNITIES

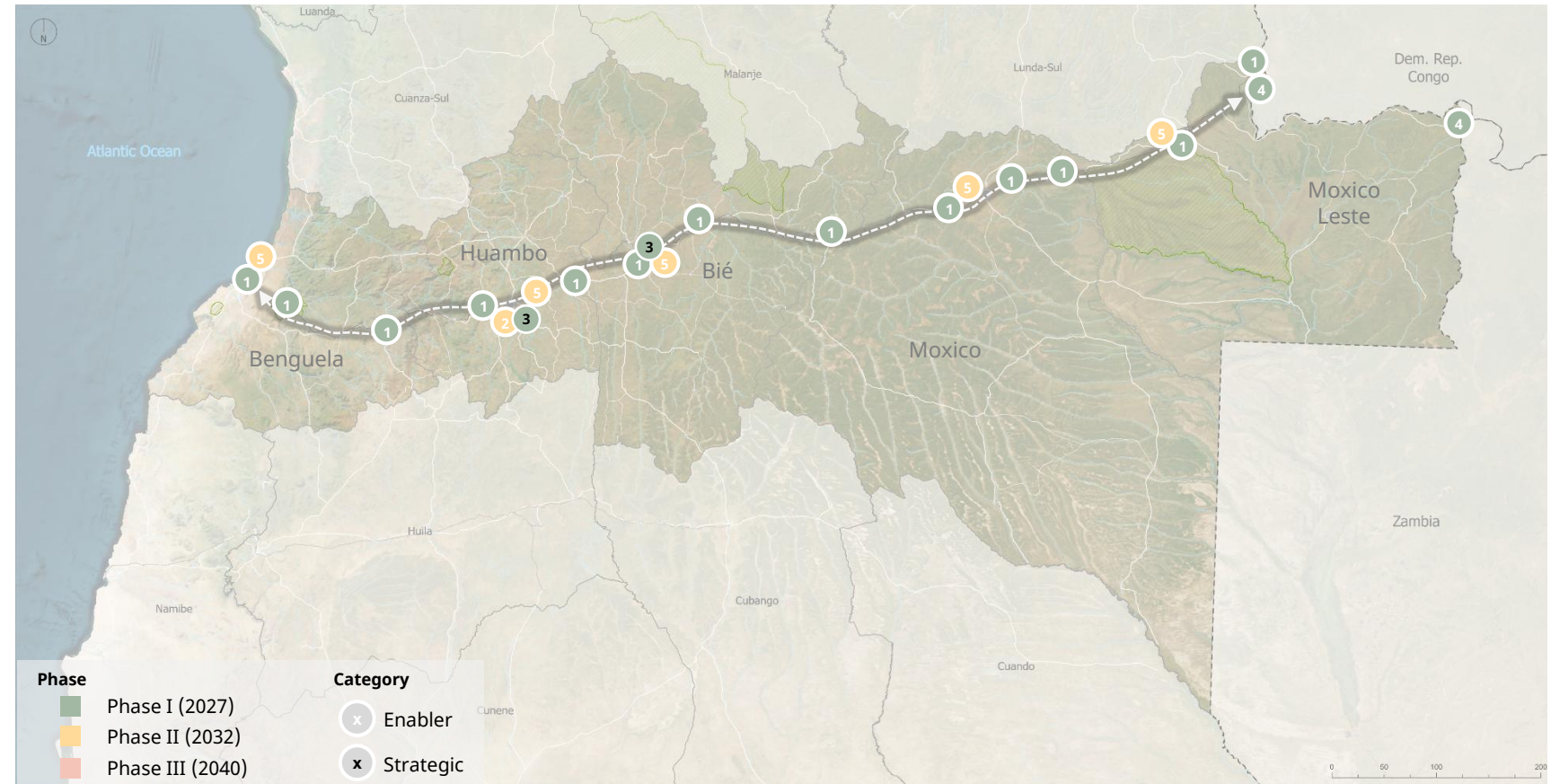
1	Specialized Tourism and Hospitality Training Center	P-II
2	Specialized Rail Infrastructure Operations, Maintenance & Repair Workshops and Training Centers	P-I
3	University of Moxico Leste – Agriculture, Nature Conservation and Tourism	P-II



Opportunities are represented as circles indicating their approximate geographic location within the Lobito Corridor. The map does not depict exact project footprints or final sites, but provides an indicative spatial reading of where opportunities are expected to be anchored or primarily operate. Opportunities that are systemic, or corridor-wide in nature -and therefore cannot be meaningfully localized- are not positioned on the map.

DIGITAL OPPORTUNITIES

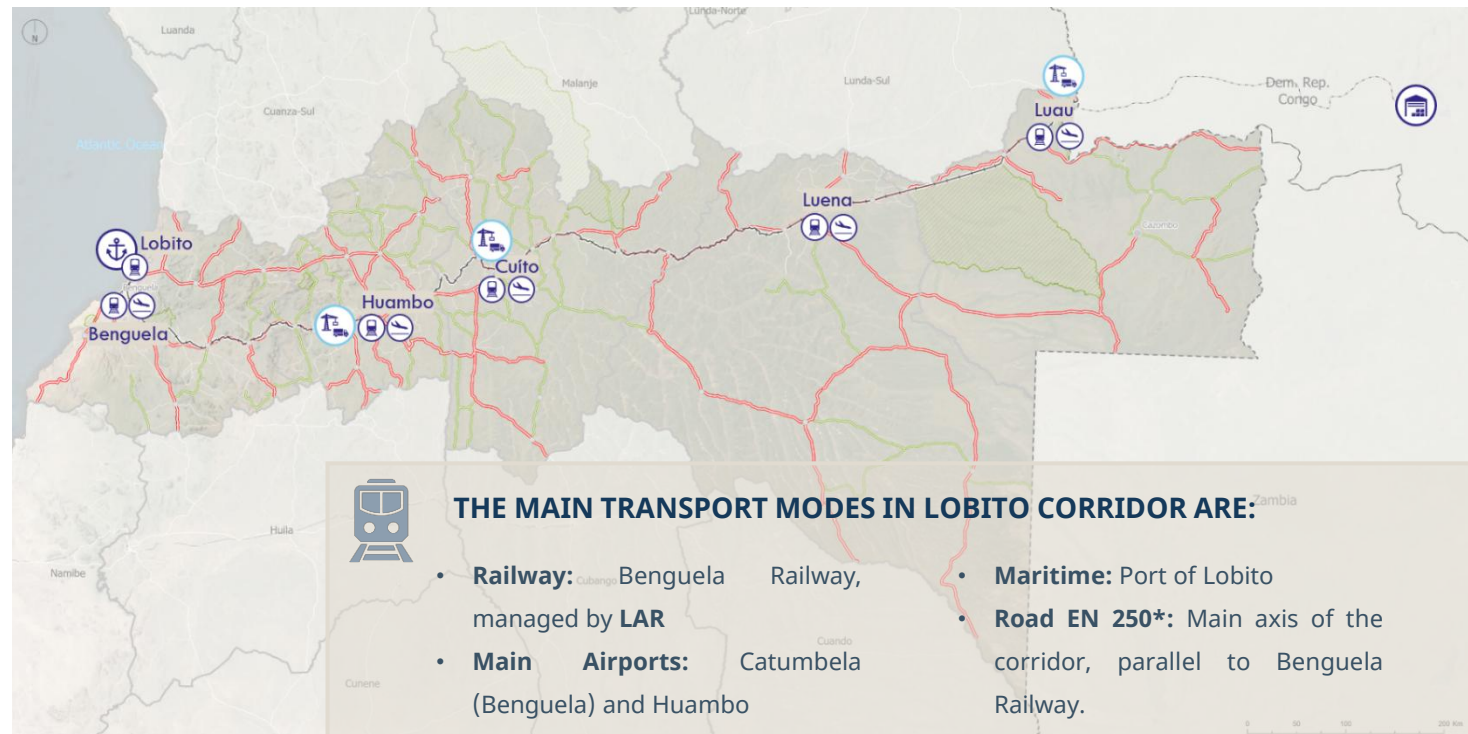
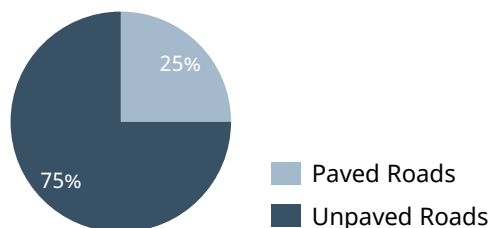
1	Digitalization of passenger rail access and travel procedures	P-I
2	Digital Technology & Connectivity Cluster	P-II
3	Digital Learning & Innovation Centers	P-I
4	Trade Facilitation Nodes	P-I
5	Data Center Nodes	P-II



Opportunities are represented as circles indicating their approximate geographic location within the Lobito Corridor. The map does not depict exact project footprints or final sites, but provides an indicative spatial reading of where opportunities are expected to be anchored or primarily operate. Opportunities that are systemic, or corridor-wide in nature -and therefore cannot be meaningfully localized- are not positioned on the map.

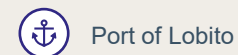
- **Angola's 2023–2027 Road Infrastructure Strategy** prioritizes the **rehabilitation and construction of national and municipal roads**, expansion of unpaved networks and bridges, and the rollout of tolling and weighing systems.
- The current state of the roads **limits to logistics performance, raises transport costs and restricts the movement of agricultural products**, contributing to **low commercialization and high post-harvest losses**.

Angola's Paved and Unpaved Road Distribution
(2024, % from Total Road Length)



Legend:

- +— Benguela Railway
- == Fundamental road
- == Complementary road



Port of Lobito



Airports



Railway freight terminals



Musompo Bonded Warehouse



Planned Logistics Platforms

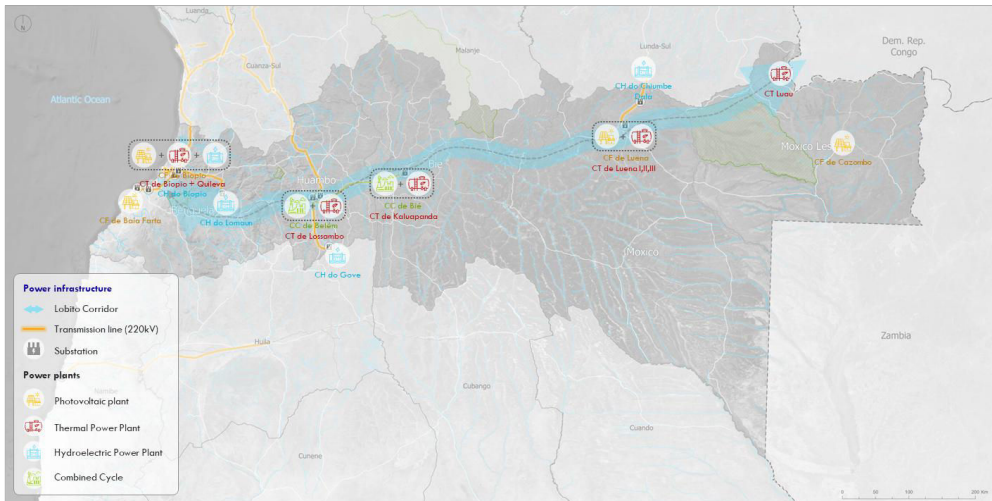
POWER INFRASTRUCTURE

- Angola's electrical infrastructure is structured around three main grids (Northern, Central, Southern) plus isolated eastern systems, with government plans to reach around **60–70% electrification** (by mid 2020's)



LOBITO CORRIDOR POWER INFRASTRUCTURE

- Benguela** is a core node of the **Central System** and the **maritime gateway of the Lobito Corridor**.
- Bié** province is an important transit area on the **Lobito Corridor**, with a mix of **hydropower-supplied grids** and **diesel-based generator systems at municipal level**.



Source: Angola Energia 2025, Ministério da Energia e Águas

WATER SUPPLY

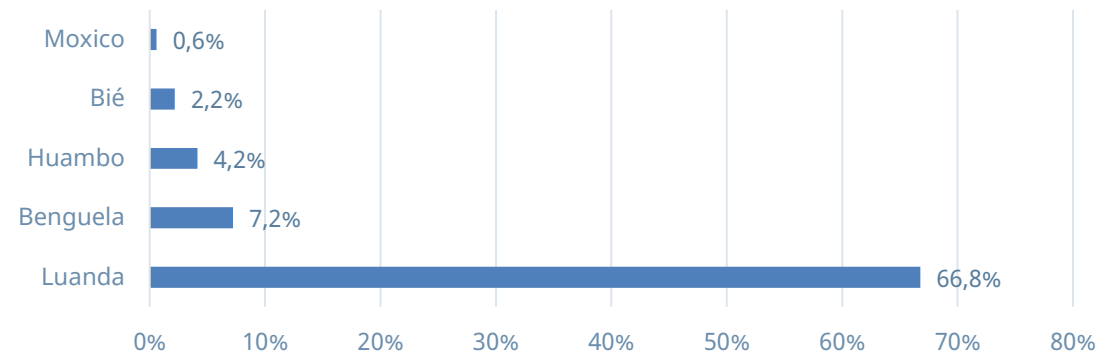
- Angola's water-supply infrastructure expanded in 2023, with national production reaching **~350 million m³ (a 7.99% year-on-year increase)**.



LOBITO CORRIDOR WATER DISTRIBUTION

- Benguela delivered **25.3 million m³ in 2023**. The province is the focus of major capital programs, like the ***Saneamento Inclusivo nas Cidades Costeiras* project (USD 124.4 million)**.
- With **~7.6 million m³ produced**, **Bié** exhibits a balanced operational profile supported by **solid revenue collection (~76%)**.

Share of National Water Production (%)*

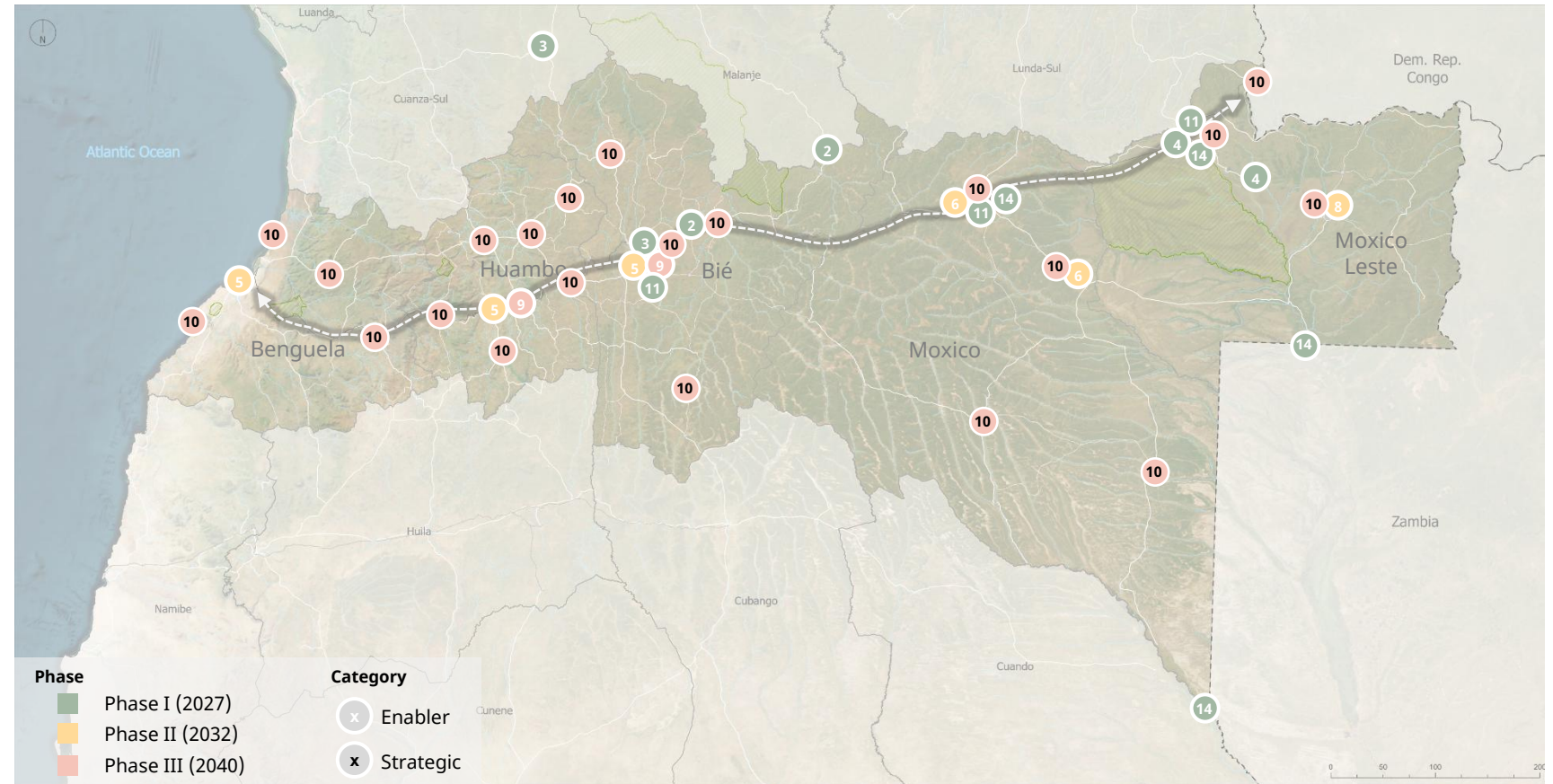


*The label 'Moxico' refers to the former administrative division and therefore encompasses both of the new provinces, Moxico and Moxico Leste.

Source: Relatório Anual do Sector das Águas – 2023

INFRASTRUCTURE OPPORTUNITIES

1	Secondary and tertiary road network	P-I
2	EN-160 Camacupa - Malanje road upgrade	P-I
3	EN-140 Cuito - Malanje road upgrade	P-I
4	Estrada EN 190 (Luacano - Cazombo) road upgrade	P-I
5	Industrial & Urban Water (PPP)	P-II
6	Moxico Foundational Infrastructure Package (Lucusse & Cangumbe) - Diversifica Mais	P-II
7	Industrial Electricity Distribution	P-II
8	Solar Hybrid Mini-Grids	P-II
9	Transport Equipment MRO Centers	P-III
10	Occupational Health Clinics	P-III
11	EN-250 eastern section upgrade (Cuito-Jimbe, Camacupa-Luena)	P-I
12	Electric Power Transmission Spine Along the Lobito Railway	P-I
13	Digital Connectivity Spine for the Lobito Corridor	P-I
14	Eastern Lobito Corridor Cross-Border Road Connectivity Programme (Moxico-Moxico Leste-Zambia)	P-I



Opportunities are represented as circles indicating their approximate geographic location within the Lobito Corridor. The map does not depict exact project footprints or final sites, but provides an indicative spatial reading of where opportunities are expected to be anchored or primarily operate. Opportunities that are systemic, or corridor-wide in nature -and therefore cannot be meaningfully localized- are not positioned on the map.



ANGOLA

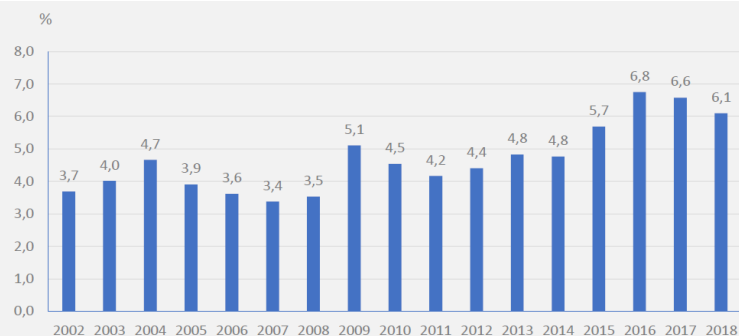
Industry including oil represents **34% of GDP (national)**, while **sale and retail/ trade** represents **21%**.



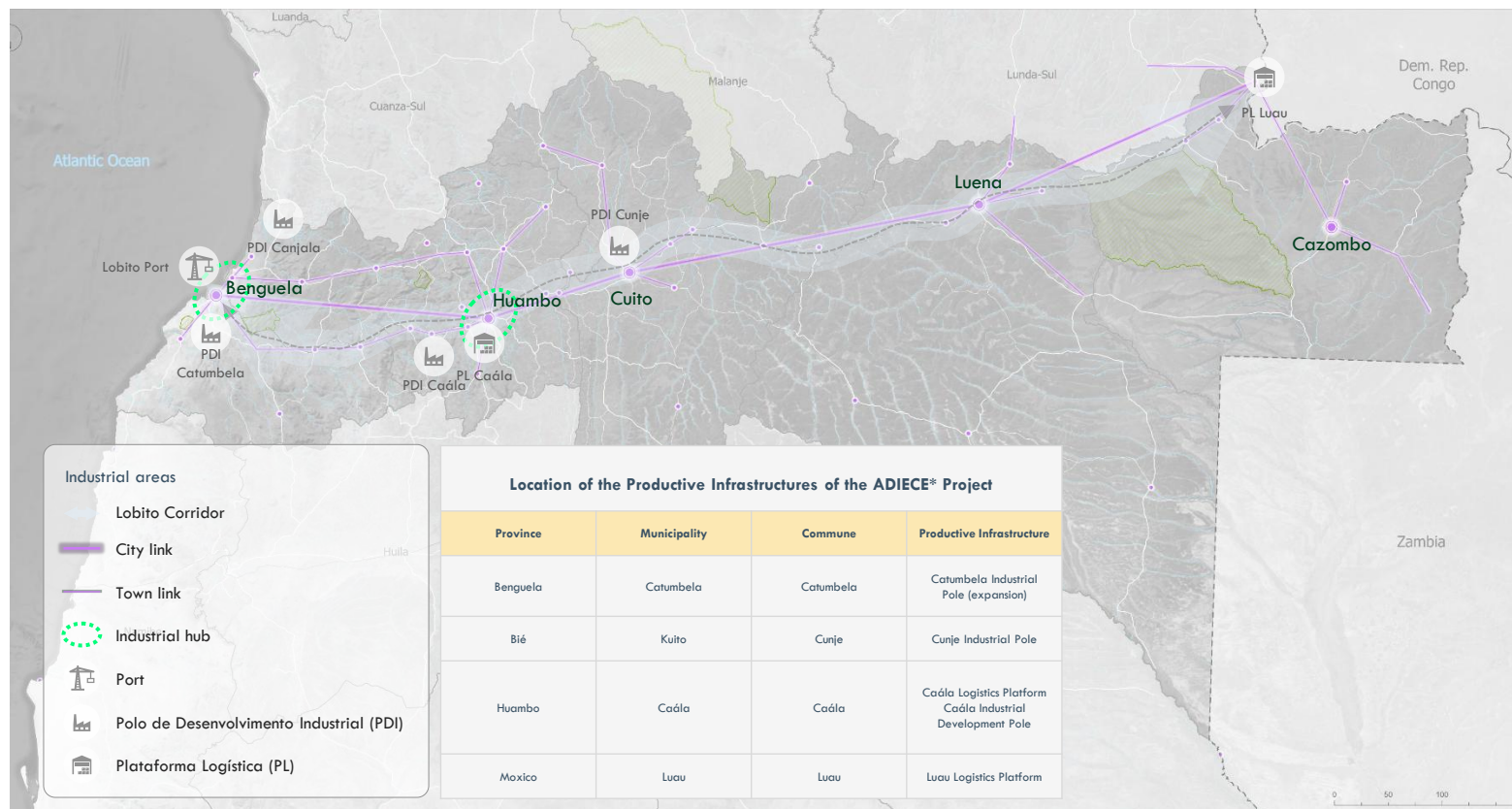
LOBITO CORRIDOR

- **Industry is a key driver of economic diversification**
- Strong reliance on logistics and transport corridors
- PDIA 2025 prioritises industrial poles and logistic platforms
- SMEs and value-addition remain constrained

Manufacturing Industry Share in GDP

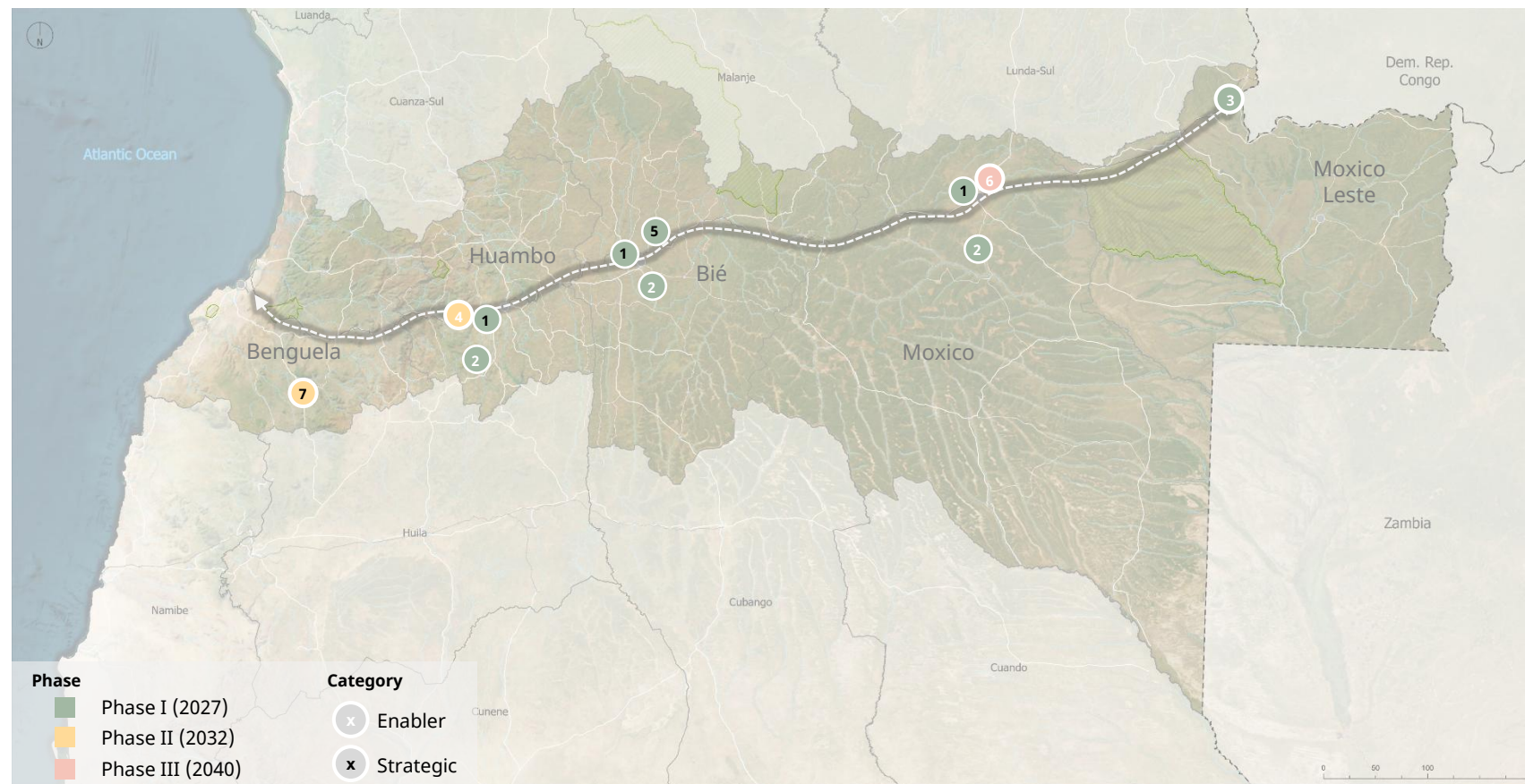


Source: Plano de Desenvolvimento Industrial. Governo de Angola (2021)



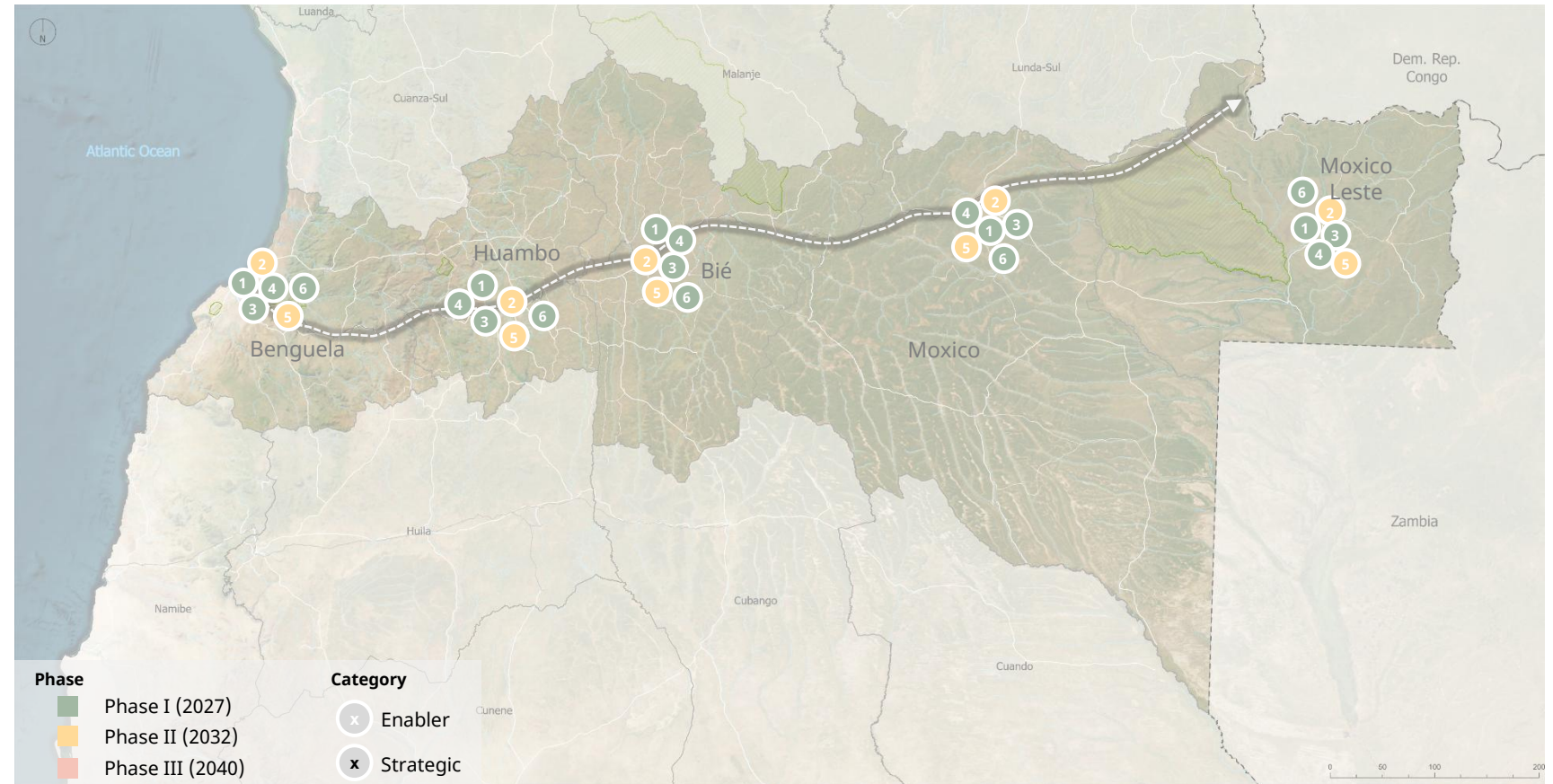
Source: Plano de Desenvolvimento Industrial. Governo de Angola (2021)

INDUSTRY AND MANUFACTURING		
1	Light Manufacturing shared-service Industries	P-I
2	Solar Equipment Assembly & Mini-Grid Services Industries	P-I
3	Mining Support & Industrial Services Hub	P-I
4	Caála Industrial Development Pole	P-II
5	Cunje Industrial Development Pole	P-I
6	Luena Industrial Development Pole	P-III
7	Canjala Rural Industrial Park	P-II



Opportunities are represented as circles indicating their approximate geographic location within the Lobito Corridor. The map does not depict exact project footprints or final sites, but provides an indicative spatial reading of where opportunities are expected to be anchored or primarily operate. Opportunities that are systemic, or corridor-wide in nature -and therefore cannot be meaningfully localized- are not positioned on the map.

FINANCE AND INVESTMENT		
1	Incentive program for business creation and business attraction	P-I
2	SME & Cooperative Credit Guarantee Fund	P-II
3	Lobito Corridor Project Preparation Facility	P-I
4	Lobito Corridor Blended Finance Facility	P-I
5	Lobito Corridor Investment and Finance Fund	P-II
6	Lobito Corridor Business Angels Network	P-I

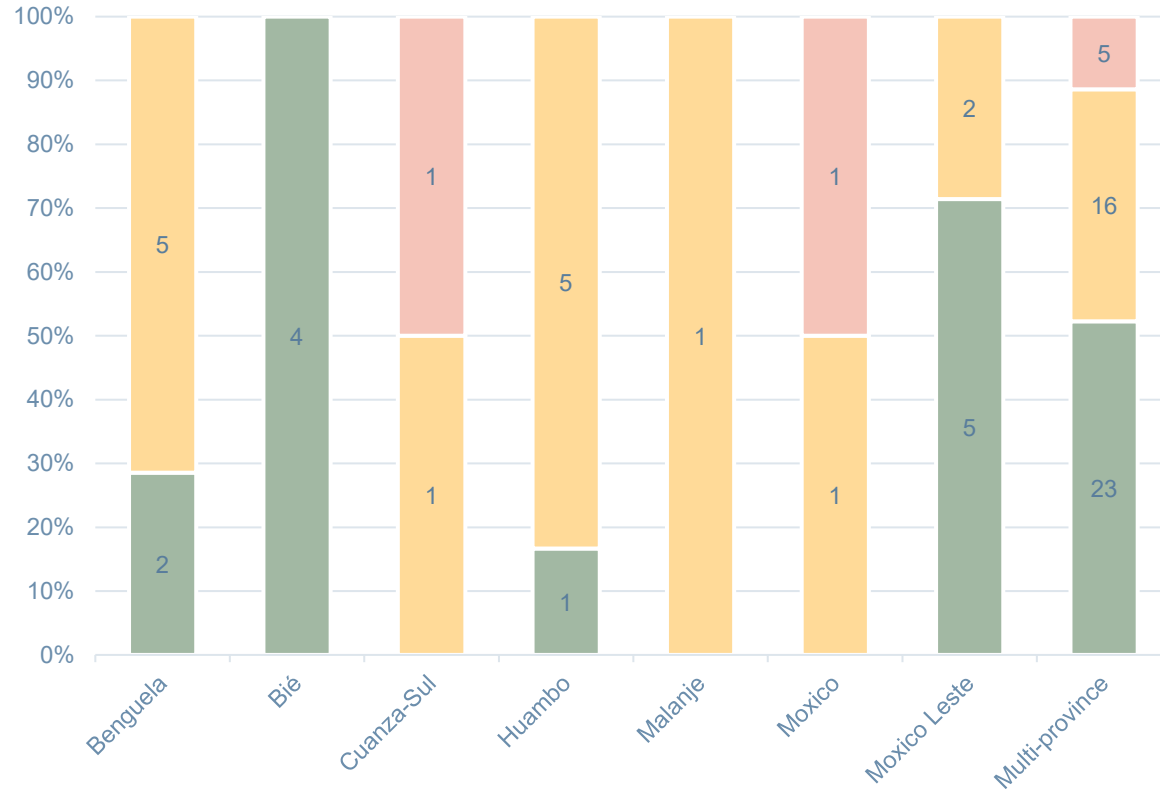


Opportunities are represented as circles indicating their approximate geographic location within the Lobito Corridor. The map does not depict exact project footprints or final sites, but provides an indicative spatial reading of where opportunities are expected to be anchored or primarily operate. Opportunities that are systemic, or corridor-wide in nature -and therefore cannot be meaningfully localized- are not positioned on the map.

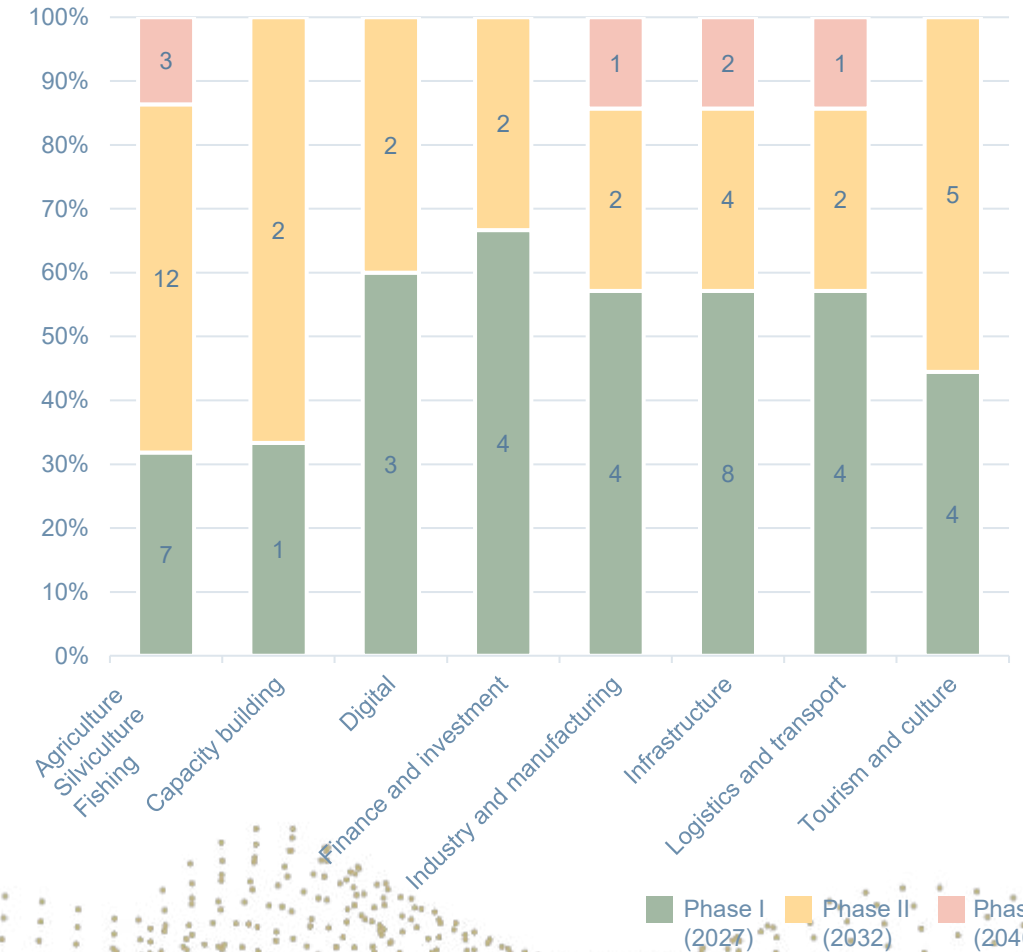
SECTORS AND OPPORTUNITIES

Distribution of Opportunities

Opportunities : Geographical Distribution / Priority



Opportunities : Sectoral Distribution / Priority



Phase I (2027) Phase II (2032) Phase III (2040)

Phase I (2027) Phase II (2032) Phase III (2040)

Stakeholders' engagement Snapshot

~45 meetings

- ALDEIA NOVA (1)
- AGROSTAR (1)
- FAZENDA BOTERA (1)
- FAZENDA MUNGO (1)
- MAFCOM (1)
- Administração municipal Waku Kungo (1)

~45 meetings

- WB (6)
- UE
- USTDA
- ADB
- ZAMBIA
- RDC
- DFC
- AFTT (1)
- AMN (1)
- ANTT (1)
- ARCCLA (21)
- Comercio Exterior (1)
- Direcção Nacional Economia das Concessões (1)
- DIVERSIFICA+ (7)
- GEDAE (1)
- GGPEN (1)
- IGCA (1)
- IMA (1)
- INE (1)
- INEA (1)
- INFOTUR (1)
- MINAGRIF (1)
- MINTUR (1)
- OCIF (1)
- PAFAR (1)
- MINDCOM, MINFIN,, MINOPUH...
- DATA CENTER (1) NK
- Pinto Basto (1)
- ATROMA (1)

15 meetings

- ARCCLA (2)
- CFB (1)
- Governo Benguela (2)
- Porto do Lobito (2)
- AGL (1)
- AGROSTARS (1)
- BOTERA (1)
- CARRINHO AGRI (1)
- CARRINHO INDÚSTRIA (1)
- Cooperativa de Produtores de Ananás
- GAA (1)
- LAR (2)

3 meetings

- Governo Bie (2)
- FAZENDA DAS FAA
- FAZENDA ARROCEIRA

~ 5 meetings

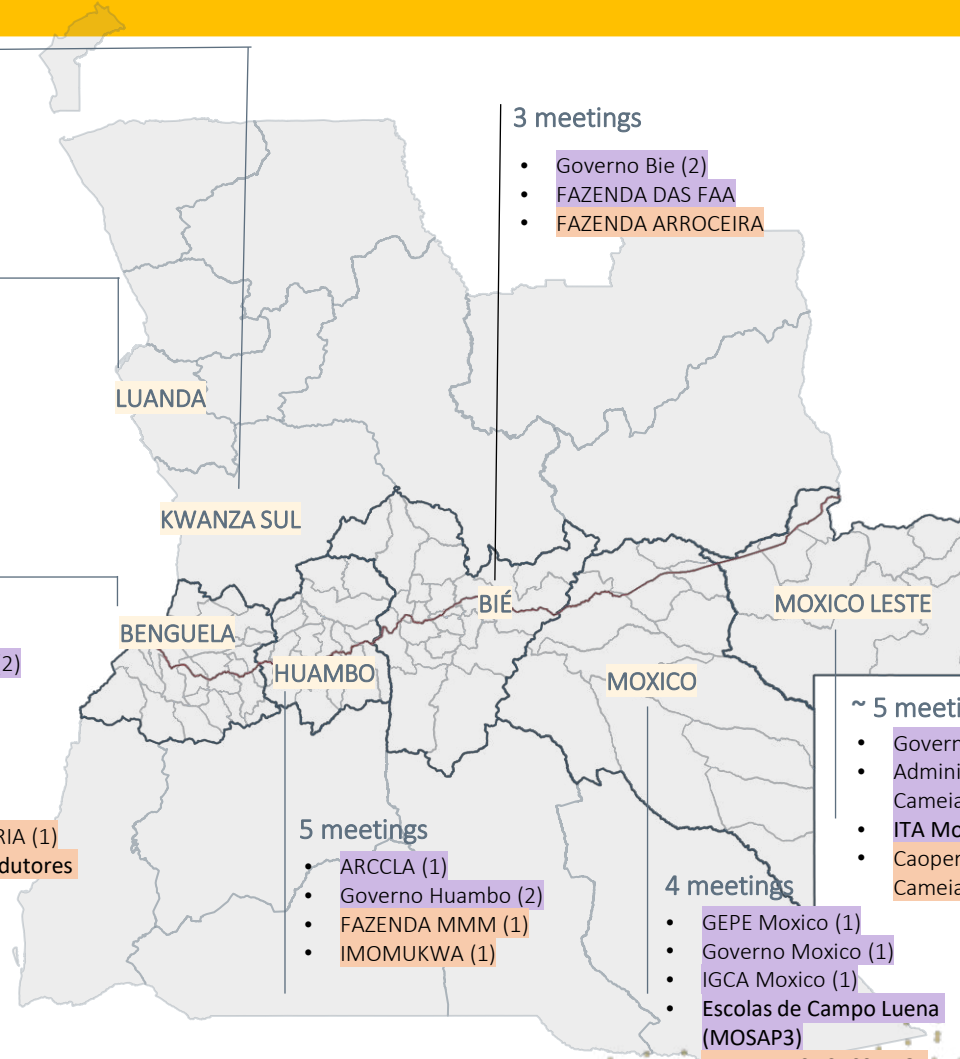
- Governo Moxico Leste (2)
- Administração municipal Cameia (2)
- ITA Moxico Leste (1)
- Caoperativas agrícolas do Cameia

4 meetings

- GEPE Moxico (1)
- Governo Moxico (1)
- IGCA Moxico (1)
- Escolas de Campo Luena (MOSAP3)
- FAZENDA SACASSANGE

5 meetings

- ARCCLA (1)
- Governo Huambo (2)
- FAZENDA MMM (1)
- IMOMUKWA (1)



~100 Meetings

~500 Stakeholders Consulted

+100 Hours of meetings

Legend

- Color coding by stakeholder category**
 - Purple: Government
 - Orange: Private Sector
 - Green: Civil Society
 - Blue: International Organizations
- (X) Total number of meetings held with each entity

Institutionalization Of The Lobito Corridor Transit Transport Facilitation Agency (LCTTFA)

LOBITO CORRIDOR TRANSIT TRANSPORT FACILITATION AGENCY (LCTTFA)



MAIN OBJECTIVE

To ensure the highest degree of cooperation in the field of rail and road traffic of people and goods along the Lobito Corridor.

ESTABLISHMENT OF TRIPARTITE AGREEMENT



The Republic of Angola, the Democratic Republic of Congo and the Republic of Zambia have established the Lobito Corridor Transit Transport Facilitation Agency (LCTTFA), in view of the mutual interest of the three brotherly peoples in the progress and economic and social development of their respective states.

Allow landlocked countries (without access to the ocean), to move their goods along the Lobito Corridor, using the existing port and rail infrastructures, without any constraints in terms of movement.

The LCTTFA Agreement aims to accelerate the growth of domestic and cross border trade along the corridor.

THREE IMPORTANT OBJECTIVES OF TRIPARTITE AGREEMENT

- 1 The transportation of **unprocessed or even processed ores** from exploration in the Copperbelt and Kolwezi region to the international market;
- 2 The transportation of refined petroleum products (**diesel and gasoline**), with a view to meeting import needs for national consumption in **Zambia** and the **Democratic Republic of Congo**.
- 3 The transportation of **general cargo and containers** on a regional basis between the main trade points **along the length of the Corridor**.

"A Public company to manage the conditions for the transformation of the Lobito Corridor into an effective corridor of economic development"



Creation January, 2026

The Council of Ministers considered the Draft Presidential Decree authorizing the creation of **Lobito Corridor Development Company (Sociedade de Desenvolvimento Do Corredor Do Lobito, S.A.)**

MAIN OBJECTIVE

Attracting strategic investments in the sectors of **agriculture, industry, tourism and services**, strengthening the country's competitiveness

PARTICULAR OBJECTIVES

- Increases **Angola's competitiveness** with neighboring countries.
- **Generation of jobs** and promoting the transfer of knowledge and technology.

RESPONSIBILITIES

Administering, coordinating, supervising and promoting economic development activities of Lobito Corridor.

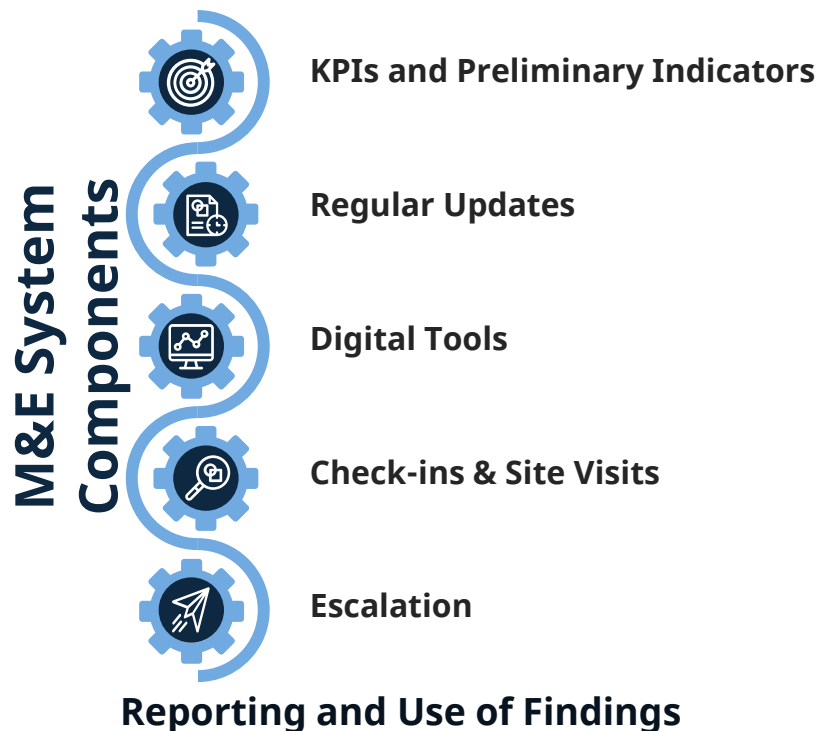
The **SDCL** will be a key actor by managing and bring monitoring and evaluation to the **Lobito Corridor Master Plan**.



The M&E System for the **Lobito Corridor Master Plan** plays a dual role:

1 Provides **transparency and accountability** by documenting the **status of projects**, the use of resources and the achievement of agreed targets.

2 It functions as a **decision-support mechanism**, allowing **Sociedade de Desenvolvimento do Corredor do Lobito (SDCL)** to identify **risks, delays and underperformance early on**, and to take **timely corrective action**.



MONITORING

- KPIs and Preliminary Indicators
- Regular Updates
- Digital Tools
- Check-ins and Site Visits
- Escalation Mechanism

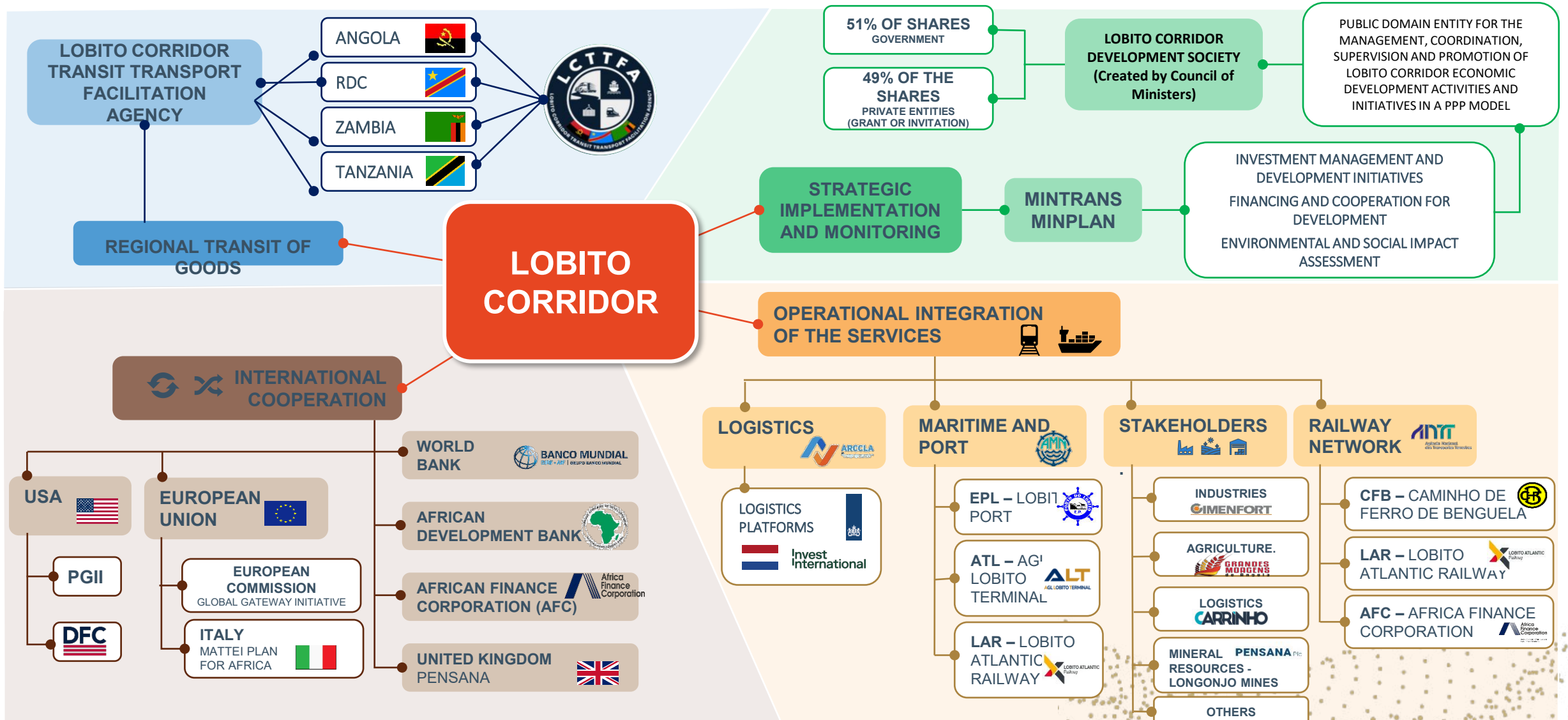
EVALUATION

- Reviewing Results
- Comparing Results to Objectives
- Feedback Gathering
- Identifying Lessons Learned
- Corrective Actions

Evaluation results are synthesized into clear, actionable reports and shared with SDCL management, project teams and, where appropriate, the public. Findings and lessons learned directly inform future planning, prioritisation and resource allocation, reinforcing a culture of continuous improvement.

GOVERNANCE MECHANISMS

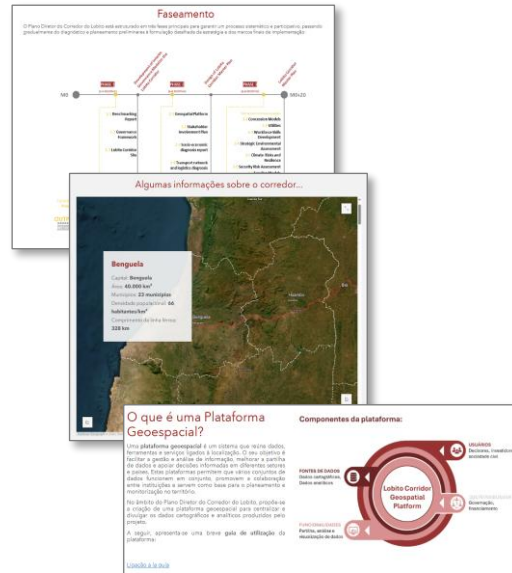
Lobito Corridor Ecosystem



The Platform is structured in two parts:

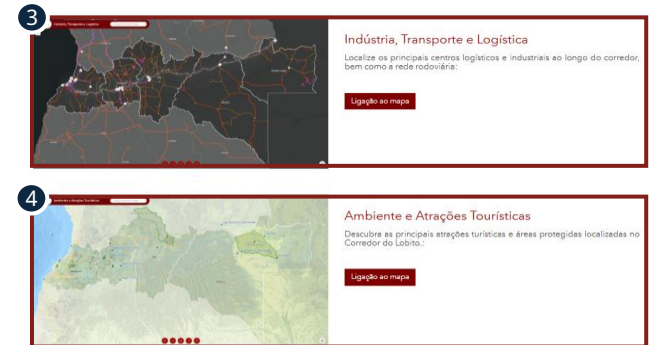
1 Platform Presentation

- Project description
- Phasing
- Interactive map of the Corridor scope



2 Map Viewers

- 1 Administrative Boundaries
- 2 Sociodemographics
- 3 Industry, Transport and Logistics
- 4 Environment and Tourist Attractions



[Link to the Platform](#)





ANGOLA – EU LOBITO CORRIDOR
BUSINESS FORUM
2026

THANK YOU

Master Plan Lobito Corridor

