

# LOBITO ATLANTIC Railway



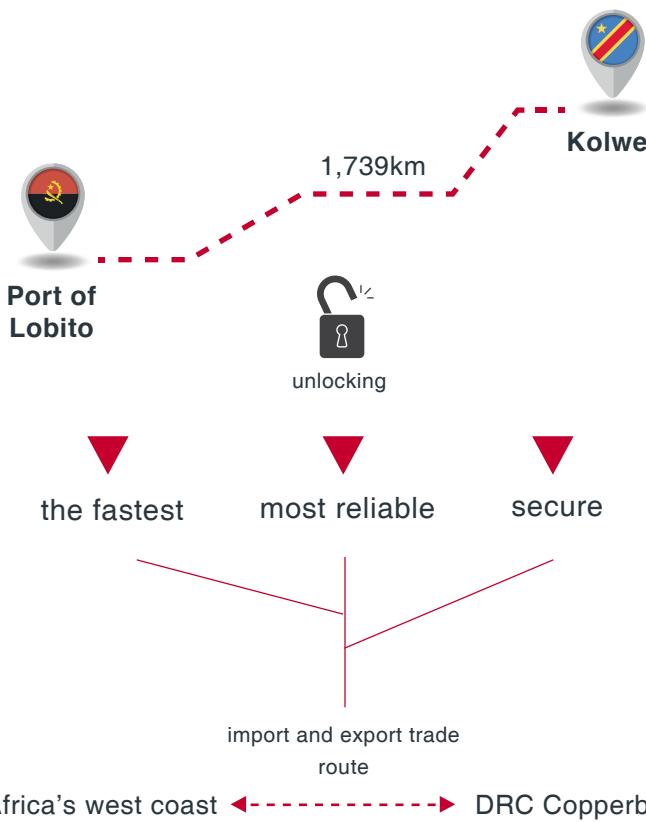
A secure, efficient and reliable rail link,  
open to all customers, connecting Africa's  
Copperbelt to international markets.



# LOBITO ATLANTIC Railway



**A secure, efficient and reliable rail link, running from Lobito Angola, to Kolwezi, DRC, open to all customers, connecting Africa's Copperbelt to international markets.**



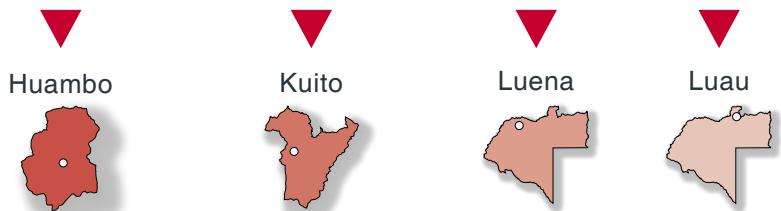
The 1,739km Lobito Atlantic Railway connects Kolwezi in the Democratic Republic of the Congo to the Port of Lobito in Angola, unlocking the fastest, most reliable, and secure import and export trade route from the DRC Copperbelt to Africa's west coast.



30 years concession  
awarded by  in 2022  
GOVERNO DE ANGOLA

operational since 2024

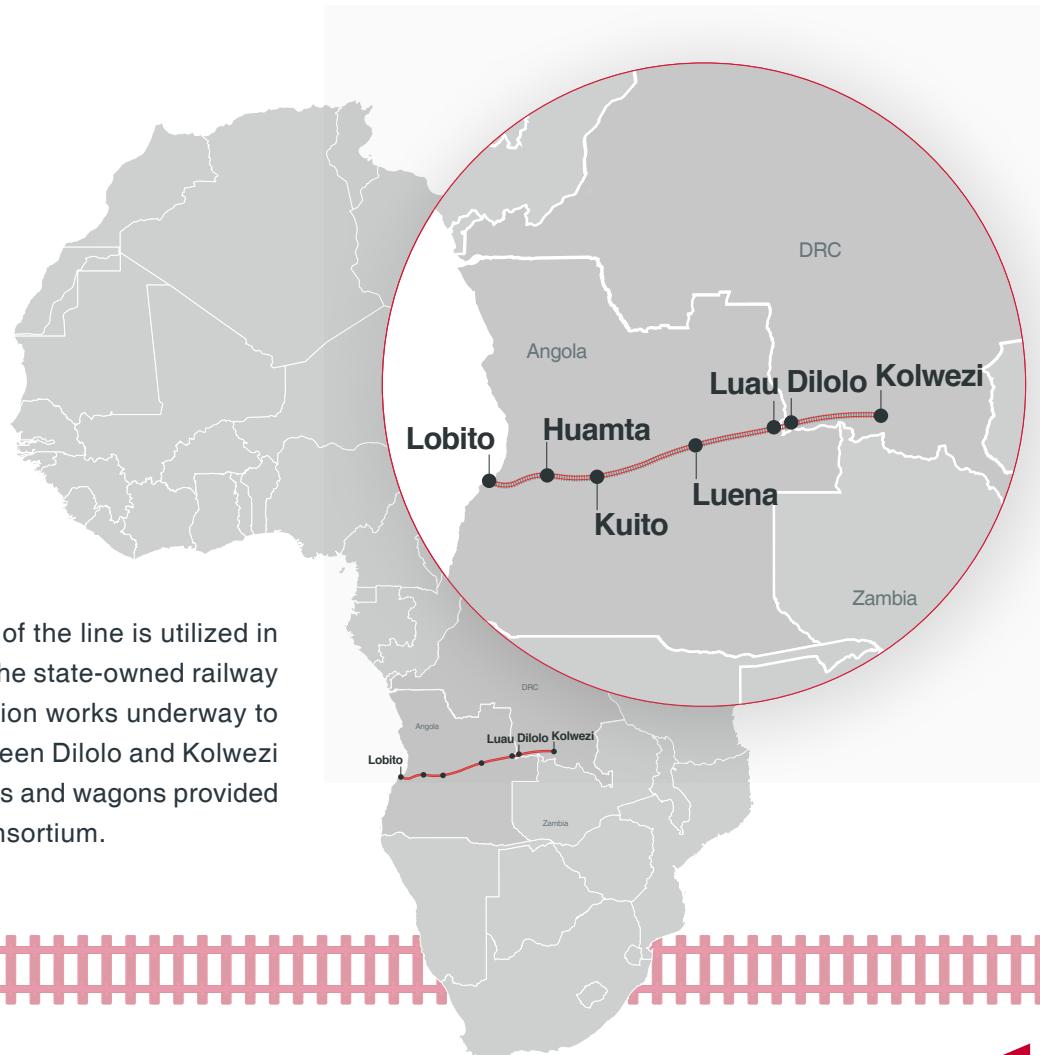
runs from  
Lobito 1,289km DRC (border)



supported by  
**945** strong workforce

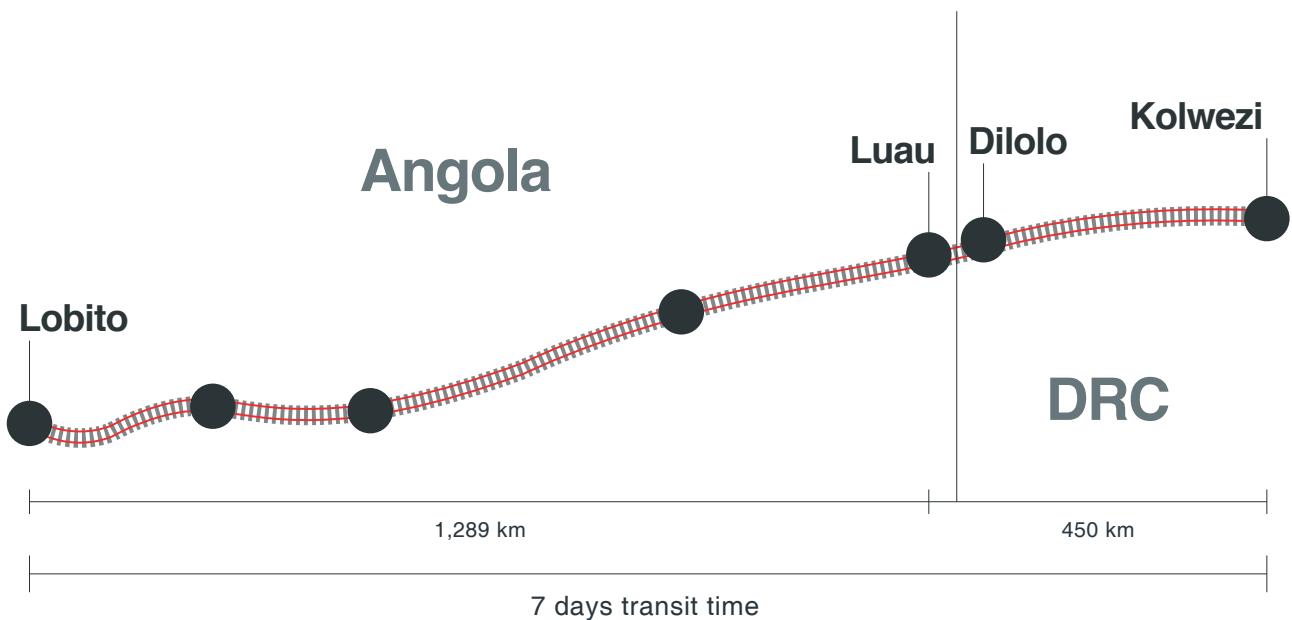


Lobito Atlantic Railway operates the 1,289km Angola section of the line under a 30-year concession awarded by the Government of Angola in 2022. The concession is operational since 2024 and runs from Lobito to the DRC border via Huambo, Kuito, Luena and Luau, supported by a 945-strong workforce, 97% of whom are Angolan nationals.



The 450km DRC section of the line is utilized in conjunction with SNCC, the state-owned railway company, with rehabilitation works underway to upgrade the railway between Dilolo and Kolwezi and dedicated locomotives and wagons provided by the Lobito Atlantic consortium.

# Angola



Congestion-free deep-water port established in Lobito – efficient shipping services to global destinations.

Cape gauge enables wagons to travel the entire route between the DRC and Angola.

**All major commodities** can be transported.

12 trains per week increasing by 2027

## Locomotives



360 wagons in circulation



**Open to all customers, providing mining companies with a commercial, efficient and congestion-free export route to global markets.**



Supporting local industry by promoting regional trade and strengthen intra-African supply chains.

## PRODUCTS TRANSPORTED



LOBITO ATLANTIC  
Railway

supports

▼  
Mining  
Companies

▼  
Freight  
Forwarders

▼  
Regional  
Traders

▼  
Local  
Companies

▼  
Passenger train  
track access



by transporting

- Copper
- Cobalt
- Sulphur
- Reagents

- Fuel & Gas
- Agricultural Products
- Industrial Products
- Commercial Products

ANGOLA



AFRICA'S  
COPPERBELT

The Lobito Atlantic Railway supports mining companies, freight forwarders, regional traders, local companies and passenger train track access by transporting copper, cobalt, sulphur, reagents, fuel, agricultural, industrial and commercial products to and from Angola and Africa's Copperbelt. **All bulk and container shipments are managed through two state-of-the-art terminals at the Port of Lobito.**

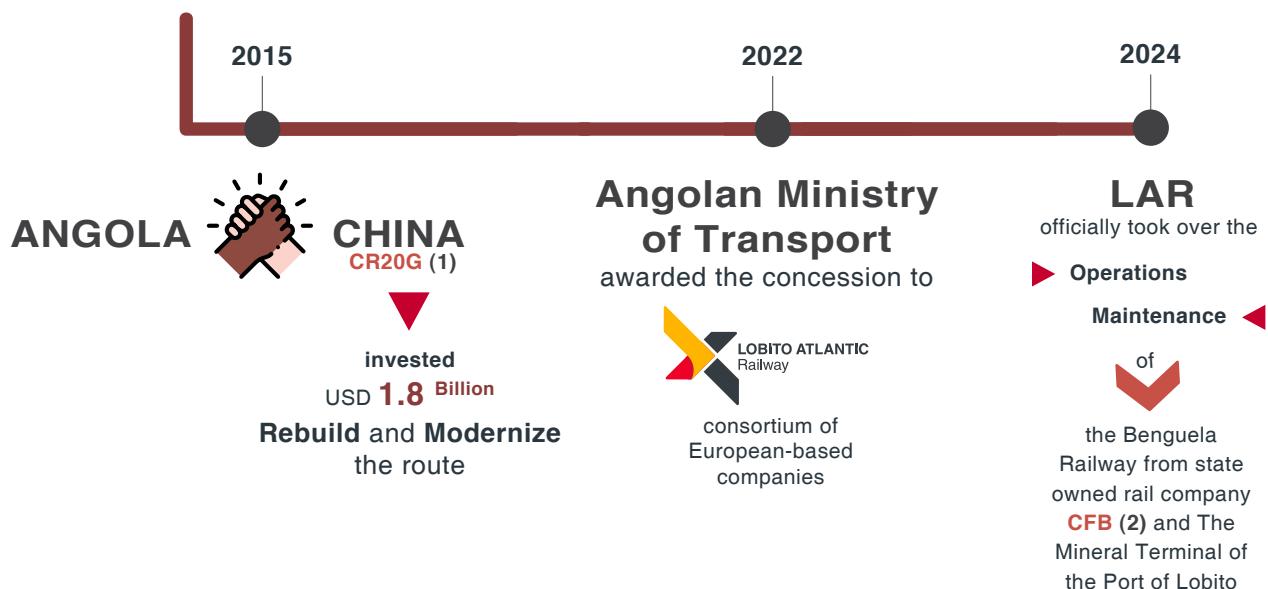


# HISTORY OF THE RAILWAY LINE

## BENGUELA RAILWAY

lifeline for trade and growth

since 1929



Spanning from the heart of Africa to the Atlantic coast, the Benguela Railway has been a lifeline for trade and growth since 1929. The line was renewed in 2015 when Angola, together with **China Railway 20 Bureau Group Corporation (CR20G)**<sup>(1)</sup> invested USD1.8 billion to rebuild and modernize the route and has been operational since.

In 2022, the Angolan Ministry of Transport awarded the concession to Lobito Atlantic Railway (LAR), a consortium of European-based companies. By 2024, LAR officially took over the operations and maintenance of the Benguela Railway and The Mineral Terminal of the Port of Lobito from state owned rail company **Caminho de Ferro de Benguela (CFB)**<sup>(2)</sup>. **This handover included the rehabilitation and improvement of existing infrastructure and rolling stock, with the aim of enhancing transport efficiency while CFB continued to manage passenger services.**

# ABOUT THE JOINT VENTURE

The Lobito Atlantic Railway is a joint venture owned by Trafigura and Mota-Engil, with Vecturis holding a minority stake.

Together, the partners combine their expertise in global supply chains, infrastructure development and railway operations to deliver a state-of-the-art arterial route connecting Africa's Copperbelt to international markets.



Owned by

## Lobito Atlantic Holdings

A consortium of European and Singaporean companies

### Angola



30-year concession from the Government of Angola to upgrade, maintain and operate the railway line between the Port of Lobito and Luau.

### DRC



Track access agreement with SNCC, the DRC state-owned railway company, with a commitment to support the operation and upgrade of the DRC railway between Dilolo and Kolwezi.

### Trafigura

### Trafigura

Driving import and export growth through its global commodity supply chain expertise.

[www.trafigura.com](http://www.trafigura.com)



Upgrading the railway to international standards, leveraging its infrastructure experience across Africa.

[www.mota-engil.com](http://www.mota-engil.com)

### Vecturis



Managing day-to-day railway operations, backed by over 25 years of experience in African rail.

[www.vecturis.com](http://www.vecturis.com)

# CONTRACT STRUCTURE

For customers looking for cross-border services, the contracts will be managed by Lobito Atlantic International SARL (a joint venture between Trafigura Pte and Mota Engil) (LAI). LAI operates as the marketing company for cross-border cargo, headquartered in Switzerland with team members based in Johannesburg, the DRC, and Angola. Acting as a single point of contact for international customers, LAI provides a seamless end-to-end service between Lobito and the mine sites in the DRC.



Offshore customer



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Angola



Rail, port, handling,  
transit customs

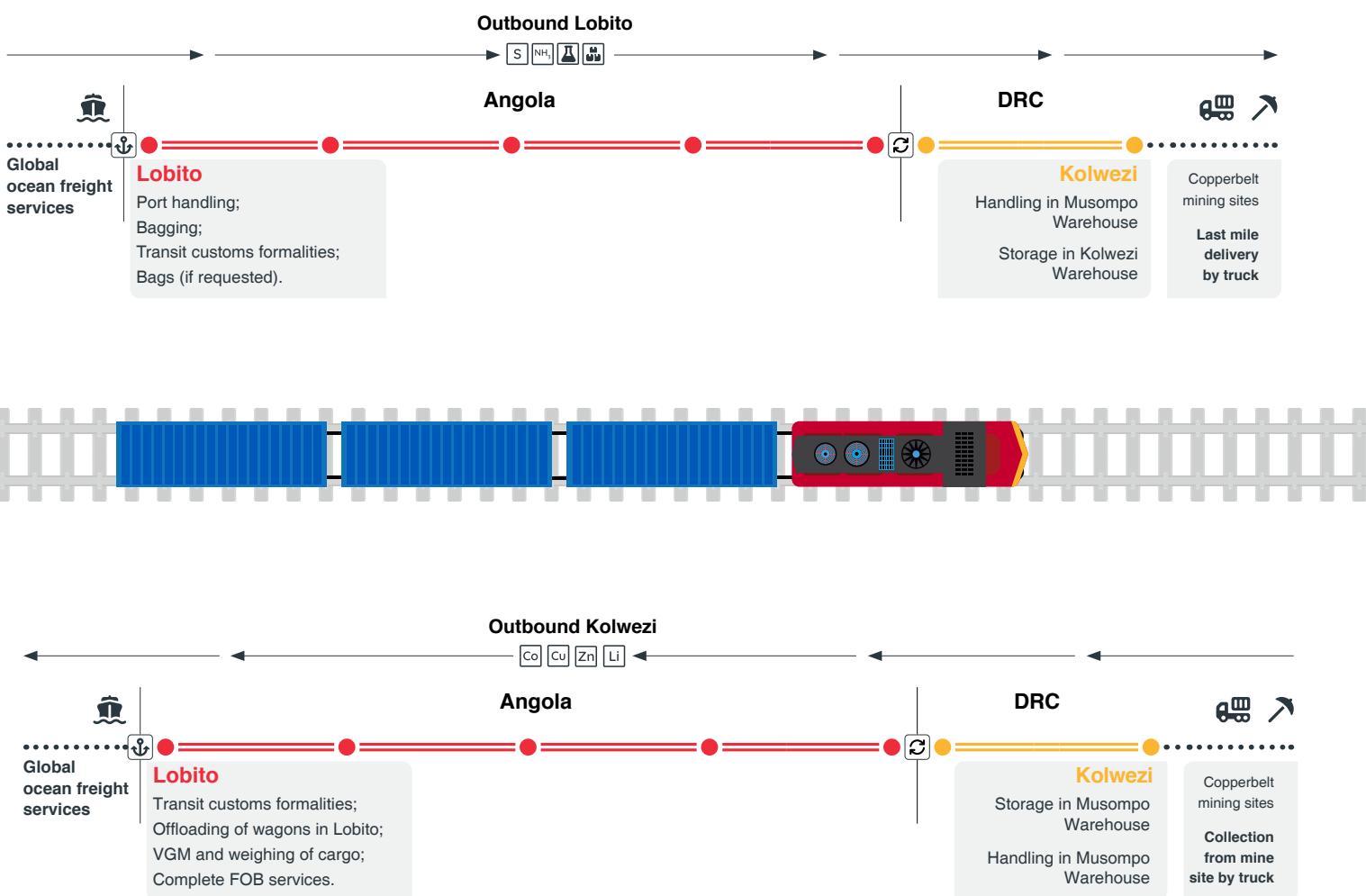
DRC



Rail, warehouse, handling,  
transit customs, local  
trucking

# COMMERCIAL PROPOSAL

- LAI offers a single point of contact for international customers looking for cross border flows between DRC and Angola;
- LAI provides an end-to-end service, transporting exports and imports in secure containers on skeleton wagons;
- Logistics capacity can be allocated and reserved for customers for periods of up to 5 years;
- Covered storage capacity in Lobito and Kolwezi;
- **Proposals** – LAI can offer:
  - ▶ One-way outbound Lobito – copper, cobalt, zinc, lithium;
  - ▶ One-way outbound Kolwezi – sulphur, ammonia, reagents, general cargo;
  - ▶ Roundtrip – complete cycle of imports and exports;
- Rates – can be fixed for up to a year depending on the customers' requirements.



# LOBITO PORT TERMINAL



The Port of Lobito features two terminals with strong shipping line connections, secure containerized transport and seamless delivery to and from final destinations in the DRC.

## LOBITO PORT MINERAL TERMINAL (TMPL)

- Bulk mineral terminal;
- 15.3m port draft;
- 290m usable quayside;
- Berthing on arrival;
- 3,000 – 4,000 MT discharge rate per day;
- Increasing to 7,000 MT discharge rate per day with new hopper commissioning in Q4;
- Bags of sulphur loaded to **1MT +/- 0.5%**;
- **1 train** dispatched per day with capacity of 3;
- Direct connection to rail line;
- Bulker vessels that can berth at LAR:
  - ▶ **Handysize** (130-150m length and 10m draft) – 15-35k DWT cap.
  - ▶ **Handymax** (150-200m length and 12m draft) – 35-50k DWT cap.
  - ▶ **Supermax** (150-200m length and 12m draft) – 50-60k DWT cap.





## LOBITO PORT CONTAINER AND GENERAL CARGO TERMINAL (TCCGPL)

- Container terminal under 20-year concession with AGL (part of MSC Group);
- Direct connection to rail line;
- Total 1,200m quayside;
- 6 trains offload capacity per day;
- Equipped with 2 gantry cranes, four quay cranes, 1 mobile harbor crane, 8 reach stackers and 330 refrigerated container plugs;
- Operating with 20 moves per hour;
- 13.5m port draft<sup>(1)</sup>;
- 1 train offloaded in 8hrs;
- Vessel types that can berth at ALT:
  - ▶ Feedermax: 1,000 to 3,000TEU;
  - ▶ Panamax: 3,000 to 5,000TEU;
  - ▶ Post-Panamax: 5,000 to 9,000TEU MAX.

<sup>(1)</sup>AGL is currently negotiating with dredging barge operators to perform dredging operations targeting a port draft of 14.7m. The dredging costs of operations are estimated at USD4m.



# SHIPPING LINE SERVICES

The Port of Lobito is well serviced by shipping lines with cargo waiting on average 11 days in Lobito before being shipped.



## Current service (Angola service)

Sailing frequency average = 3 calls per month.

EU: NWC via TGLFW & MED via WVB with an average transit time of 35-45 days.

US: via ZADUR/CPT with an average transit time of 40-45 days.

FE: via NAWB with an average transit time of 40-45 days

## New service (IROKO service)

Sailing frequency is weekly.

AOLOB – SGGSIN average transit time of 25 days and CNSHA average transit time of 30 days.

AOLOB – Information yet to be confirmed by MSC.



## Current service

Offered with PSL from Lobito (current frequency of 1 call per month) to Luanda where CMA loads on their direct service to China (average transit time of 40 days).

## Possible service

CMA CGM is evaluating the possibility to put a direct service from Lobito (ALT) to China, to follow MSC.

# MUSOMPO WAREHOUSE

the only warehouse in the area with a direct rail link

→ Located within close proximity to all major mines in **Kolwezi**

All cargo is loaded / unloaded from the rail line here

stored **securely** with last mile transportation by **truck organised**

to collect...

Copper

Cobalt

Deliver import  
goods

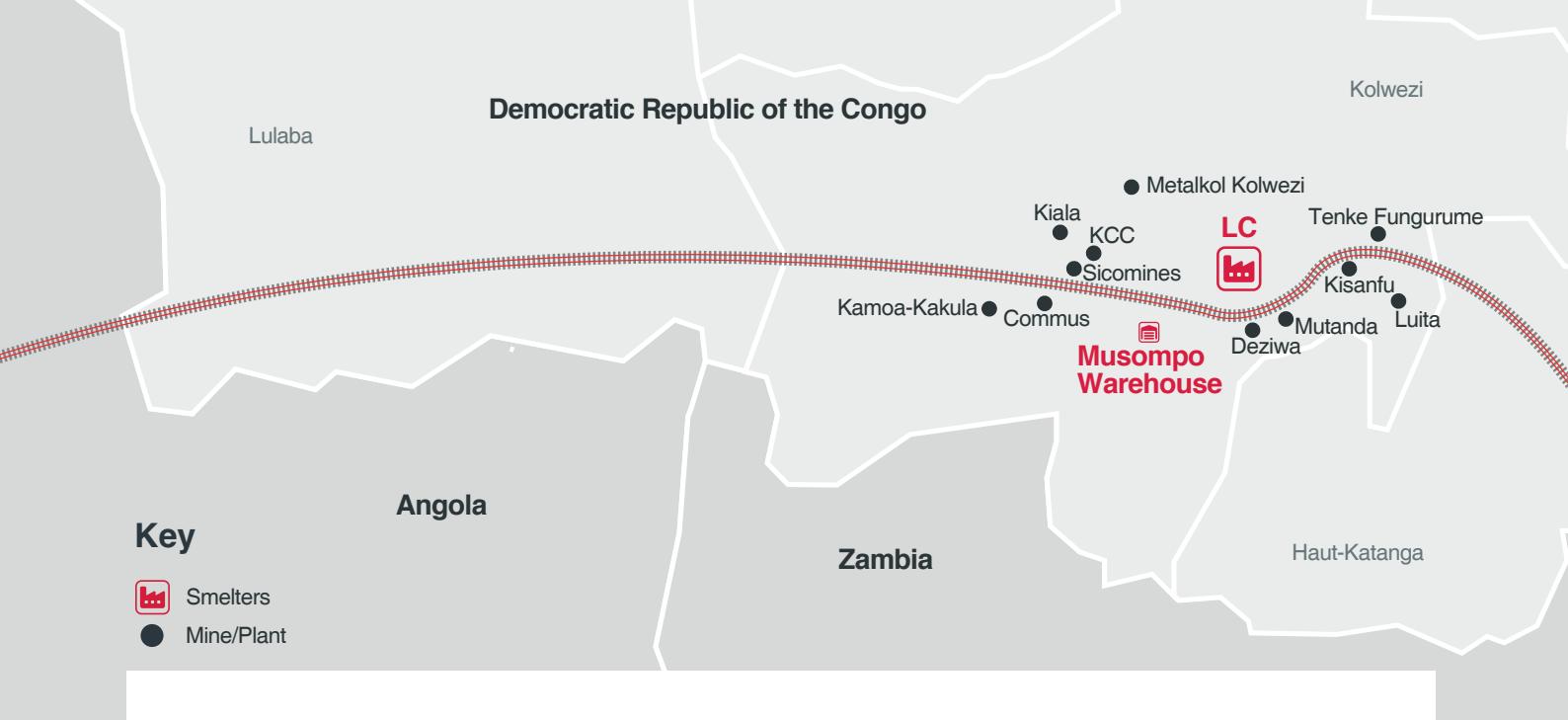
Cargo can be moved to Musompo for export clearing freeing up space on the mine sites

**bonded**

allowing imports to be final cleared once already in the DRC



The warehouse follows ISO standards, with best-in-class operational procedures and security protocols to ensure cargo is managed safely and securely.

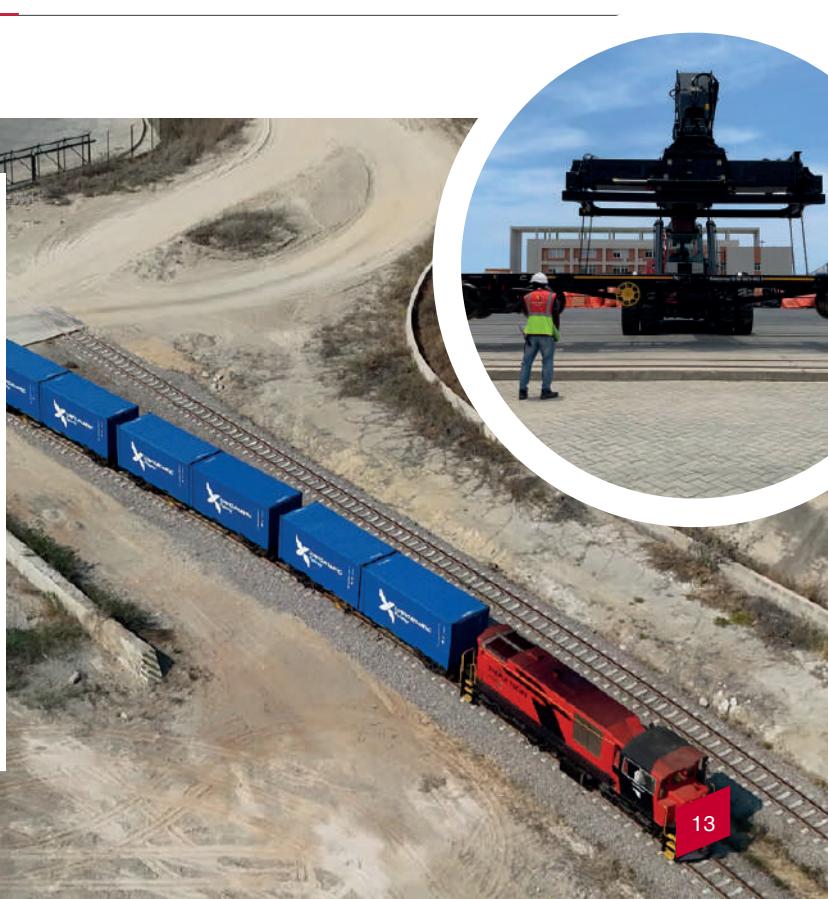


- Trafigura Musompo bonded warehouse located on the outskirts of Kolwezi, DRC, **serving all major mines in Kolwezi**;
- **10,500m<sup>2</sup>** covered warehouse for bulk/break-bulk;
- **200,000m<sup>2</sup>** available land area;
- **24,000MT** external paved storage capacity for bagged, metal and chemical cargoes;
- Capacity to handle **500,000MT of imports** and **500,000MT of exports** per year;
- 3 reach stackers;
- **8** forklifts;
- **80** employees;
- **34,000MT** internal storage capacity for bagged, metal and chemical cargoes;
- Direct link to **LAR line**:
  - **3,520MT** wagon cargo capacity on site for full block train;
  - Rail siding for **88 loaded wagons** and own shunting locomotive;
  - **20 wagons** simultaneously loading capacity.

## WAGONS AND ROLLING STOCK

The Lobito Atlantic Railway is expanding its fleet with new South African-built wagons from Galison and Chinese-built wagons from CRRC, reflecting a strategic mix of regional and international supply.

Together, these modern container wagons are boosting capacity, improving efficiency, productivity, security, and strengthening cross-border transport along the corridor.



## WAGONS



- **40-44MT** loaded per wagon;
- **15-20 wagons** per train for the first phase;
- **Cape gauge line** along the length of the route;
- **550 new skeleton-type container** carrier wagons ordered, with deliveries ongoing.

## ROLLING STOCK

### ANGOLA



- **18x GE C30ACi** mainline locomotives running;
- **Additional 14** on hand awaiting return to active duty;
- **2x SW1002** shunting locomotives in Angola;
- **1,110 tons** maximum trailing load capacity per locomotive in Angola.

### DRC



- **6 x** U20C;
- **2x GT22** locomotives in the DRC, provided by the Lobito Atlantic consortium;
- **1 shunting loco** in Musompo warehouse.

# TRANSIT TIMES

## OUTBOUND KOLWEZI OPERATIONAL FLOW

- LAI organize for local transport between mine and Musompo warehouse;
- Trucking organized to remove stock from site in line with daily production;
- **6hr** transit time from mine to warehouse;
- Once lots are delivered to the warehouse preclearing begins;
- Saving on clearing cost as compared to trucks with 40MT cleared on rail vs. 32MT cleared for trucks;
- Cargo is allocated to containers and wagons for the pre-clearing;
- Once pre-clearing completed – typically no more than 10 days - then cargo is loaded on wagons and train leaves same day;
- **6hr** loading time for a train of 16 wagons;
- Train arrives into Lobito **7 days later**;
- With good shipping line services in Lobito cargo stays in the port on average 12 days before being loaded onto a vessel.



## TRANSIT TIME

- Shunting: **1 day**;
- Warehouse time: **10 – 15 days** (this includes the export clearing time);
- Transit time to Lobito: **7 days**;
- Time in port: **12 days**;
- Total inland transit time: **30-35 days**.

## OUTBOUND LOBITO OPERATIONAL FLOW

- Berths on arrival. No waiting at anchorage in Lobito;
- Complete discharge, bagging, documentation and loading operation Ample storage capacity in Lobito. Cargo can be staged and delivered subject to customer requirements;
- Discharge and bagging speed between **3-4 KMT per day**;
- Bagging performed on quayside with bags loaded to **1 MT**;
- Bags can be provided by LAI;
- **3hr** loading time for a train of 15 wagons;
- Train departs Lobito and arrives and DRC border in **2 days**;
- Cargo cleared in-transit and border – **6hrs**;
- Train departs border for Musompo Warehouse – **2 days**;
- Cargo offloaded and enters bonded area of warehouse;
- Client performs final clearing;
- LAI can organize for last mile delivery in Kolwezi by organizing local transport by trucks for final delivery to the site.

## TRANSIT TIME

- Loading of wagons in the terminal: **6hrs**;
- Transit time to Kolwezi: **7 days**;
- Offloading time in Musompo Warehouse: **6hrs**;
- Warehouse time: **15 free days** of storage;
- Last mile delivery: **1 day**;
- Total inland transit time: **24 days**.

# Community impact

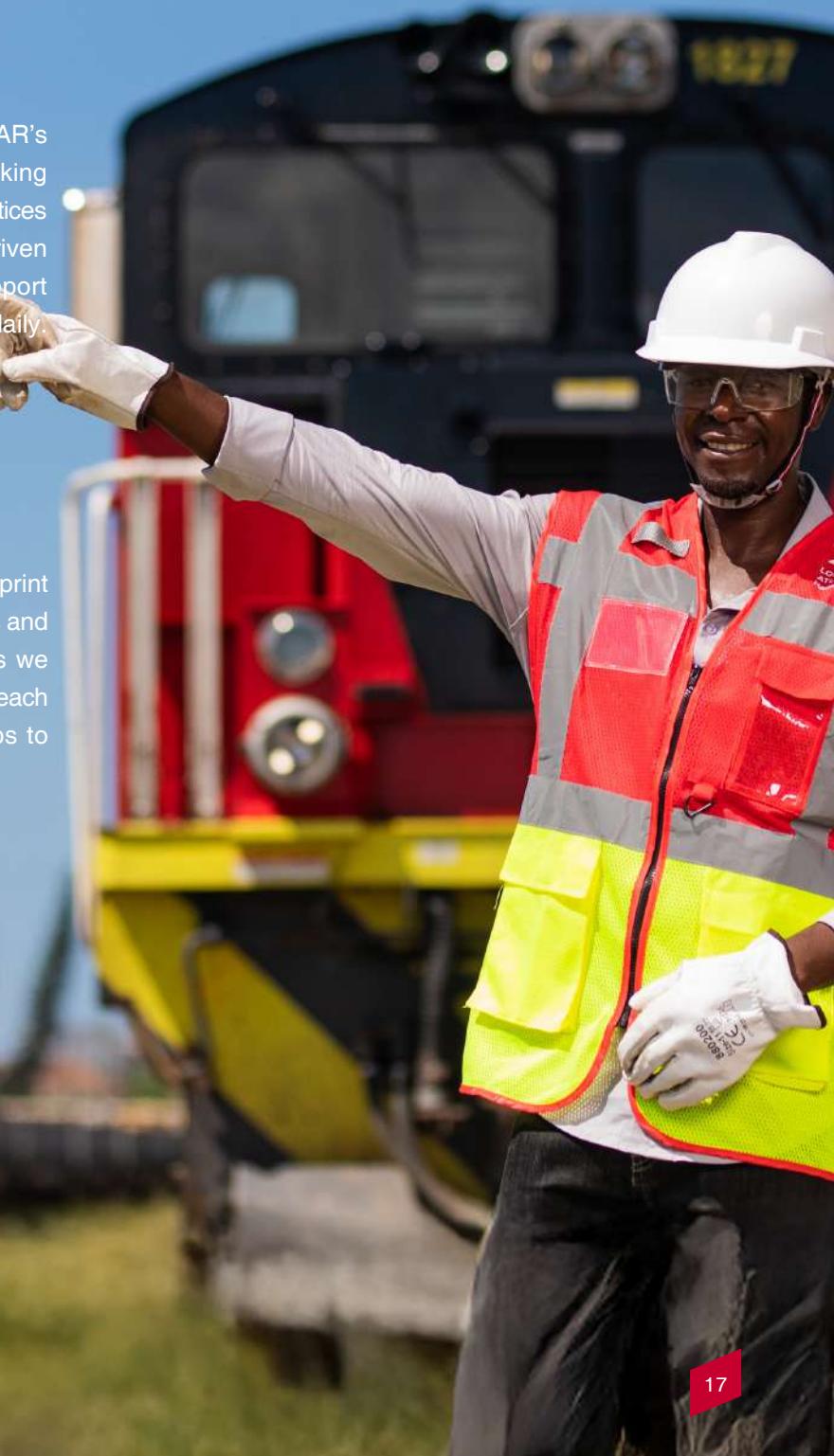
LAR has been actively engaging the communities along the railway line, implementing awareness-raising activities since January 2024, engaging provincial authorities, traditional leaders, schools and churches to promote railway safety, infrastructure preservation and environmental protection. To date these initiatives have reached 9,000+ people, building trust and supporting sustainable development where we operate.

## Health & safety

Health, safety and security are fundamental to LAR's rail and port operations. We provide safe working environments and continuously enhance our practices through rigorous risk management and team-driven safety initiatives. Our systems monitor and report incidents while fostering open safety dialogue daily.

## Environment

LAR works to minimize our environmental footprint across all operations while promoting awareness and action among our teams and the communities we serve. Our local programs include tree planting, beach clean-ups, and waste management workshops to promote sustainability where we operate.





## LOBITO ATLANTIC Railway

Terminal Mineiro do Porto do Lobito (TMPL).

Município do Lobito, Província de Benguela - República de Angola

+244 225 300 490

geral@lobitoatlantic.co.ao

[www.lobitoatlantic.com](http://www.lobitoatlantic.com)