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Coronavirus: Prevention measures applicable to the transport sector during the public calamity

1. Rules on domestic and international air travel

Following the declaration of the Situation of Public Calamity in Presidential Decree 142/20 of 25 May, Joint Executive Decree 180/20 of 12 June was approved to establish the following rules applicable to domestic and international air travel undertaken during the Situation of Public Calamity:

- Domestic air travel by passengers from Luanda begins on the day the cordon sanitaire for the Province of Luanda is lifted;
- Air travel by passengers to and from abroad through Luanda will start on 30 June 2020, subject to confirmation by the National Health Authorities;
- Passengers must take a RT-PCR, SARS-COV-2 molecular test, up to eight days before the travel date;
- The test must be administered by entities certified by the health authority of the country of origin;
- Compliance with the health rules and protocols in force, issued by the national authorities and international bodies governing the sector;
- Compliance with the distance rules defined by the National Health Authority, airports, seaports, railways stations or roadside facilities;
- Mandatory compliance with the Institutional Quarantine in a Public Centre or in a hotel approved for this purpose, with a duration of fourteen (14) days for all passengers returning to the country;

"During the Situation of Public Calamity, international passenger trips by sea, rail and road are not permitted."

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- The quarantine period can be reduced to 7 (seven) days if the passenger takes a RT-PCR SARS-COV-2 molecular test in a private facility certified by the Ministry of Health;
- Completion of a written undertaking, which must include the place of residence, address, personal and/or professional telephone contacts, and the names of at least two family members or professional colleagues.

2. Prevention measures in the air, road, maritime and port transport sector

In the recently published Executive Decree 181/20 of 12 June, the Executive set out the regulations on measures to prevent and control the spread of COVID 19 in the transport sector throughout the country during the Situation of Public Calamity.

2.1. Air transport

The following air transport services are permitted:

- Goods and cargo on domestic, regional and international flights;
- Passengers on humanitarian, emergency or official trips;
- Passengers who support oil and mining activities.

"Air transport of passengers on domestic, commercial or private flights in the province of Luanda is not permitted."

Air transport of passengers on domestic, commercial or private flights in the province of Luanda is not permitted, due to the cordon sanitaire. There is, however, an exception for the crews aircraft of companies that have an operational base in the province of Luanda.

To ensure minimum services in the transport sector, the Executive Decree defines the services to be provided by regulatory bodies, public companies, private companies, and related activities.

As a result, it is the responsibility of the National Civil Aviation Institute (INAVIC) and of airport providers to ensure, among other things:

- Coordination, follow-up and monitoring of the country's civil aviation activity;
- Renewal of operating and aircraft licences;
- Certification and licensing of flying personnel;
- Authorisation for exceptional flights, in accordance with the exceptional measures in force;
- Operation of airports;
- Functioning of cargo terminals.

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Road freight transport is allowed throughout the country.

Goods vehicles are allowed to enter through border posts, as long as the prevention rules indicated by the on-site health control teams are respected.

Freight transport service operators are also obliged to carry out daily cleaning of transport vehicles in the areas with the highest incidence of infection.

Products in the basic food basket, fuel, medicines, equipment and expendable material for medical use are not allowed to leave the country.

International transport of goods is subject to the same rules.

The National Institute of Road Transport (INTR), Providers and Related Activities are responsible for coordinating, accompanying and monitoring the collective transport of goods in the country.

In coordination with competition authorities and the authorities for inspection of economic activities, the regulators of the transport and logistics sector must continue to ensure the following:

- Monitoring of the prices of transport tickets and freight costs charged by operators;
- Prevention of speculation and possible abuses in the provision of their services.

2.3 Sea and port transport

The following maritime and port transport services are permitted:

- Goods and maritime cargo, and loading and unloading operations in all national ports;
- Movement of goods and the re-packaging of cargo which, for safety reasons, it becomes necessary to carry out on ships at anchor;
- Operational interventions, which are appropriate and indispensable in the event of fire, collision, open water and grounding of ships;
- Maritime transport for the oil industry;
- All material acts necessary to carry out the above operations.

Passenger transport to and from any Angolan port, and water sports and sailing in pleasure boats, are not allowed until 15 August 2020.

"Products in the basic food basket, fuel, medicines, equipment and expendable material for medical use are not allowed to leave the country."

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The Maritime Port Institute of Angola, the Port Authorities (IMPA) and Maritime and Port Providers are responsible for ensuring, among other things:

- Coordination, follow-up and monitoring of the country's maritime, port and logistics activities;
- Electronic certification of goods;
- Ensuring the activity of the port authority, the transportation of goods according to needs, maritime safety, and inspection operations of vessels along the coastline and rivers;
- As a result, shipping agents must take a set of actions such as immediately communicating to the shipping lines they represent the imperative need to warn shippers of the restrictive situation that exists when sending the documentation. They must also obtain authorisation from their representative to print an original bill of lading ("BL") and to agree that documents required from customers can be sent digitally;
- The National Council of Carriers ("CNC") has to coordinate with the shipping agents so that customers are not required to produce the original of the CNC's shipping certificates. It also has to coordinate with the General Tax Administration to ensure this certificate is not required;
- The port authorities no longer require copies of original BLs and, whenever possible, they should favour and develop websites for operations accredited by shipping agents;
- In turn, terminals should no longer require receivers to present the original delivery note to customers, dispatchers or freight forwarders. Instead, they must now guarantee the receipt exclusively sent from the shipping agent and the delivery notes guaranteeing the release of the goods. ■