

**imani development**



**2007 UPDATE SURVEY OF NON TARIFF  
BARRIERS TO TRADE: ANGOLA**

**FINAL REPORT**

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Austral Consultoria e Projectos Lda

**Prepared for:** Regional Trade Facilitation Programme



**July 2007**

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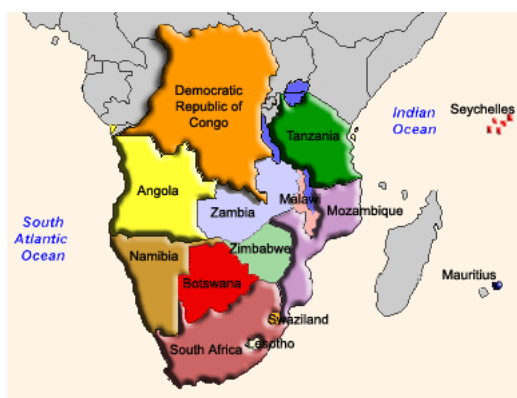
## CHAPTER 1: EXECUTIVE SUMMARY

This report presents an inventory of Non-Tariff Barriers present Angola with respect to SADC and COMESA. The study was undertaken in the period between July and August of 2004 and updated in March of 2007.

The methodology used to collect the information was comprised of a desk research reviewing the literature about the STP and NTBs particularly in Angola, interviews with senior Angolan Government officials, customs authorities', importers and exporters, clearing and pre-shipment agencies, chambers of commerce, industry and agriculture, among others. A standard questionnaire was used to help with the interviews.

The most challenging issue was in regard to the quantity and quality of data gathered; while on one side information collected was scarce in quantity, quality was always an issue – either data was too old or was simply unreliable due to its doubtful method of collection and processing.

The Government of Angola has recently<sup>1</sup> created a Committee that deals specifically with the SADC STP issues, giving emphasis to all decisions emanating from the various meetings/workshops organized by the SADC Secretariat. This body is also preparing the Angolan offer to SADC in terms of the STP. The Committee believes that by the end of June 2007 it will have a package which includes the removal of some NTBs. Angola is also a member of COMESA, although no tariff preferences to this region have been granted to date.



Excluding oil and diamonds, the Angolan industrial economy is very limited which means that there are few reasons for restricting imports. The country imports almost everything and exports revolve around oil and diamonds, and occasionally coffee and fish products, thus trade with the region is still in its infancy.

Because of the above circumstances, Angola did not develop defensive measures for its economy and therefore no legal or serious systemic and consistent NTBs were imposed. The majority of barriers are therefore structural inefficiencies and difficulties in doing business which is attributed to the recently ended 40 year war.

During the interviews with officials though, it was stressed that Angola wants to rebuild its once strong sugar, coffee and textile industries. There is nothing yet in place but officials are considering imposing some tariff and non-tariff barriers temporarily to allow the industry to grow and reach sustainable and competitive status.

<sup>1</sup> Grupo Técnico Multisectorial de Implementação do Protocolo Comercial da SADC, created in 2006

The perception is that Angola will move ahead with regional integration, but is constrained by various fears, in particular that this will negatively affect infant industry development. For this reason, it is believed that Angola will only begin significant regional liberalization of trade from about 2015.

The recommendations of this study are in summary the following: (i) the Government must continue its efforts to be prepared to implement the SADC and COMESA FTAs, and other elements of the relevant protocols; (ii) awareness and preparation of the stakeholders namely business must continue, (iii) some actions have to take place to remove those few but cumbersome hurdles identified and, finally, (iv) a calendar of events towards implementation of the protocols and removal of NTBs will have to be agreed by all stakeholders, i.e., Government, business community and regional structures to cope with changes to the economy.

## CHAPTER 2: OVERVIEW OF INTRA-SADC TRADE

The assessment was initially undertaken in 2004 with regard to Angola's trade with SADC, and updated in 2007 to include COMESA countries. The study was based on desk research, interviews with the Government of Angola, authorities from various Government agencies such as customs, institute of statistics and investment promotion centre, chambers of commerce, pre-shipment agencies, clearing agencies and the business community.

Cooperation was received from all players and as far as it was possible, information was made available. However, while all entities mostly in the public sector demonstrated a great deal of will to provide information, accuracy was always an issue. On one side information was normally not readily available and on the other data, and in particular trade data handed to us was either incomplete, insufficient or lacked accuracy.

Another issue to stress is the fact that apart from a few Government departments, in general the community had little or no information at all about the SADC trade protocol (STP), or the COMESA FTA. This fact contributed to limited contributions in regard to the aspects of this assessment as people did not possess substantiated and factual opinions about the impact of these agreements on the economy.

It worth's mentioning though that recently there has been an increased effort to disseminate information regarding the above agreements and their impact on the economy. Workshops have been held, announcements passed in the printed press and a link in the Ministry of Commerce's site was created, all containing all information pertaining to these agreements.

In 2006, following its signature of the STP in 2005 the Government of Angola formed a Committee<sup>2</sup> to manage all aspects pertaining to the full implementation of the stipulations of the agreement. The Committee is chaired by the Vice-Minister of Industry and includes Government officials from the Ministry of Industry, Ministries of Trade, Planning and Finance and Customs. Presently this Committee is working hard to address all pending issues that will lead to the ratification of the agreement. With regard to the submission of the Angolan tariff liberalisation offer to the Secretariat, the Ministry of Finance and Customs should have delivered the revised Customs Excise book in January of this year but due to unknown reasons it is still behind the schedule. The revised list will constitute the basis for the preparation of the Angolan offer to the Secretariat and consequently the ratification of the STP.

In general, the SADC and COMESA trade agreements are generally perceived to have little or nor impact on local economy as apart from oil and diamonds, local industry is still in its infancy. Domestic industry revolves around breweries and some small coffee farms, with most other goods being imported.

The majority of Angolan exports are destined for countries outside the region, particularly America and Europe, however, exports of petroleum products to South Africa in particular have been increasing. South Africa is also the dominant source of imports from SADC for Angola. Official statistics also show significant imports from Namibia, however, it is

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<sup>2</sup> Grupo Técnico Multisectorial de Implementação do Protocolo Comercial da SADC

believed that the majority of these are goods transited through Namibia from South Africa. The Angolan side of the border with Namibia, Santa Clara, is becoming the second most important entry point of goods from the SADC region and an upgrade is being made in terms of personnel and equipment to cope with increasing demand.

Although dated, the most recent statistics available for Angola's trade with SADC countries is outlined below. It should also be noted that these trade figures only represent an estimated 80% of Angola's trade with SADC as the data only includes information gathered from Aeroporto 4 de Fevereiro<sup>3</sup> in Luanda and the port of Luanda. Data from the border of Santa Clara and others across the country are not included. It is believed that data on exports were generally more accurate than import figures. This is because it is compiled by monopolistic companies with good systems<sup>4</sup>. Unrecorded imports have been a problem in historical data. Crown Agents is assisting Angolan Customs<sup>5</sup> to upgrade their systems, update data and improve the quality of the services to conform to global challenges. In addition, Angolan Customs are improving their services in various borders including Santa Clara, province of Namibe, in the far south of the country. Namibe is now becoming the second most important point of entry of goods mostly coming from South Africa (and Namibia) and data collected is not only gathered but also entered more accurately. Given the paucity of Angolan trade data, mirror data from South Africa, being the most important regional trading partner is used for further analysis.

The data indicate a great deal of volatility in Angola's trade with the region, and mirror the breakdown of Angola's global trade, with exports based on oil and diamonds. 99% of Angola's exports to South Africa are oil products. It is also apparent that oil (and hence total) exports have surged to South Africa since 2004. Other products that feature are either likely to be mineral products (diamonds and metals), or machinery etc... sent back to South Africa for repair.

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<sup>3</sup> The international airport of Luanda

<sup>4</sup> Endiama for diamonds and Sonangol for oil. An exception is made for coffee but quantities exported are insignificant

<sup>5</sup> Restructuring of Angolan Customs started in 2001

**Table 1: Intra-Regional Exports by Country (USD)**

Export to SADC	Value of Exports (US\$)				
	2002	2003	2004	2005	2006
Botswana	0	11,000	n/a	n/a	n/a
Congo	4,443,338	1,011,431	n/a	n/a	n/a
Lesotho	0	0	n/a	n/a	n/a
Malawi	0	0	n/a	n/a	n/a
Mauritius	0	90,570	n/a	n/a	n/a
Mozambique	896	2,427,076	n/a	n/a	n/a
Namibia	2,688	16,100	n/a	n/a	n/a
Swaziland	1,930	77,715,367	n/a	n/a	n/a
Tanzania	0	4,600	n/a	n/a	n/a
Zambia	6,389	31,845	n/a	n/a	n/a
Zimbabwe	3,314	102,144	n/a	n/a	n/a
South Africa	4,486,423	7,001,100	165,382,000	548,241,000	276,800,000
<b>Total</b>	<b>8,944,978</b>	<b>88,411,232</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>

Source: SADC Secretariat 2004, National Institute of Statistics Angola 2007

**Table 1a: Angolan Exports to South Africa (US\$)**

Year	2002	2003	2004	2005	2006
<b>Total</b>	<b>11,242,343</b>	<b>3,670,562</b>	<b>267,070,564</b>	<b>295,483,306</b>	<b>365,608,349</b>
H27: Mineral fuels, oils, distillation products, etc	9,826,106	174	265,081,825	292,527,232	363,310,268
H84: Nuclear reactors, boilers, machinery, etc	145,045	1,618,657	457,188	1,424,035	988,312
H71: Pearls, precious stones, metals, coins, etc	0	0	0	557,670	362,594
H72: Iron and steel	0	0	9,289	5,333	212,728
H85: Electrical, electronic equipment	40,378	142,150	508,023	120,021	183,587
H99: Commodities not elsewhere specified	26,686	38,161	19,474	92,611	156,169
H73: Articles of iron or steel	54,878	124,573	149,118	246,804	121,076
H88: Aircraft, spacecraft, and parts thereof	45,146	212,586	261,912	73,436	85,626
H90: Optical, photo, technical, medical, etc apparatus	876,966	956,031	154,361	55,482	69,184
H74: Copper and articles thereof	0	17,238	10,491	3,366	18,452

\*Source: TIPS trade database – South African mirror statistics

\*\*Sorted by 2006 value

Imports from SADC countries are still a very small portion of Angolan total imports from the world, and tend to be somewhat erratic. On average, South Africa alone supplies more than 90% of Angolan needs from SADC, although there are surges in imports from time to time from other SADC countries, namely Swaziland and the DRC. The table below shows Angola's imports from the SADC region, and as with the export figures, data from Santa Clara are not included. South African mirror data indicate that imports from South Africa have

continued to surge. The main products imported from South Africa are machinery; articles of iron, steel and aluminium; toiletries etc...; beverages; sugar; electrical equipment; vehicles and chemical products. Other imports include a variety of consumer, household, construction and mining goods.

**Table 2: Intra-Regional Imports by Country (USD)**

Imports from SADC	Value of Imports US\$				
	2002	2003	2004	2005	2006
Botswana	4,485	36,797	n/a	n/a	n/a
DRC	1,748,964	10,981,554	n/a	n/a	513,000
Lesotho	0	0	n/a	n/a	n/a
Malawi	336	1,708	n/a	n/a	n/a
Mauritius	114,471	265,212	n/a	n/a	994,000
Mozambique	183,749	961,625	1,036,000	94,760,000	574,000
Namibia	972,140	2,804,286	5,651,000	123,191,000	7,165,000
Swaziland	1,037,189	44,282,269	n/a	n/a	n/a
Tanzania	299,744	540,614	371,000	91,644,000	935,000
Zambia	5,460	172,531	n/a	n/a	n/a
Zimbabwe	113,454	417,521	n/a	n/a	346,000
South Africa	112,469,093	421,156,434	563,773,000	529,189,000	414,196,000
<b>TOTAL</b>	<b>116,949,085</b>	<b>481,620,551</b>	<b>570,083,000</b>	<b>744,024,000</b>	<b>424,724,333</b>

Source: SADC Secretariat 2004; National Institute of Statistics Angola 2007

**Table 2b: Angola's imports from South Africa (Top 10 products, USD)**

Year	2002	2003	2004	2005	2006
<b>Total</b>	<b>306,197,087</b>	<b>420,461,125</b>	<b>456,063,296</b>	<b>465,405,064</b>	<b>575,803,319</b>
H84: Nuclear reactors, boilers, machinery, etc	34,482,693	43,571,200	62,596,125	57,424,296	79,239,376
H73: Articles of iron or steel	15,095,531	21,372,949	30,151,992	38,924,622	43,621,875
H33: Essential oils, perfumes, cosmetics, toiletries	7,356,196	9,386,937	10,258,750	35,278,070	38,863,100
H76: Aluminium and articles thereof	822,326	10,051,772	23,762,999	41,178,819	34,588,903
H85: Electrical, electronic equipment	14,332,915	20,469,681	24,313,172	23,407,959	31,095,089
H22: Beverages, spirits and vinegar	56,971,639	99,983,105	73,759,436	23,574,409	30,424,713
H87: Vehicles other than railway, tramway	18,084,689	13,268,532	14,962,268	24,117,641	30,176,417
H39: Plastics and articles thereof	9,774,392	13,532,744	18,064,419	21,264,130	24,952,677
H38: Miscellaneous chemical products	1,456,830	2,218,246	3,215,220	4,319,111	18,004,860
H17: Sugars and sugar confectionery	3,720,372	4,644,848	6,646,376	8,448,385	17,718,989

\*Source: TIPS trade database – South African mirror statistics

\*\*Sorted by 2006 value



**Table 3: Angola's Intra-COMESA trade (2005, US\$ millions)**

	<b>Angola Exports</b>	<b>Angola Imports*</b>
Burundi	0	0
Congo	0	0
Djibouti	0	0
Egypt	0	3.8
Eritrea	0	0
Ethiopia	0	0.2
Kenya	0.1	1.4
Comoros	0	0
Libya	0	0
Madagascar	0	0
Mauritius	0	0.1
Malawi	0	0
Rwanda	0.1	0.1
Seychelles	0	0
Sudan	0.2	0
Swaziland	0	0
Uganda	0	0.8
Zambia	0	0.5
Zimbabwe	0.2	2.5
<b>Total</b>	<b>0.6</b>	<b>9.5</b>

Source: National Statistical Offices, COMESA Secretariat

\*Mirror data from corresponding MS export figures

**Table 4: Angola's Trade with the World (US\$ '000)**

<b>TRADE IN US\$</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>Total World Exports</b>	9,306,200	13,411,828	23,308,432	29,526,730
Oil	8,517,200	12,617,095	22,488,869	n/a
Diamonds	788,100	688,600	644,600	n/a
Coffee	n/a	18,195	47,571	n/a
<b>Total World Imports</b>	10,637,957	4,423,800	5,748,832	5,930,169
<b>TRADE BALANCE</b>	<b>-1,331,757</b>	<b>8,988020</b>	<b>17,559,600</b>	<b>23,596,561</b>

Source: Angolan Customs, 2004

Overall, SADC accounts for less than 1% of Angolan exports and 10% of its imports. Likewise, COMESA accounts for 0.6% of Angolan exports and a similar 10.5% of imports.

## CHAPTER 3: NTB MEASURES DIRECTLY AFFECTING EXPORTS

In the section above it was stated that Angolan exports consist mainly of the following products: oil, which claims over 90% of the income, diamonds (around 9%) and coffee (very insignificant, less than 0.5%). These products are almost all sold to Europe, America and Asia. SADC countries count minimally in this statistics.

Oil and diamonds are subject to specific requirements where the concessionaires are simultaneously regulators and beneficiaries. Therefore exports of oil and diamonds do not face any significant NTBs as both relevant organisations that dominate the industries Sonangol and Endiama have the capacity to simplify speed up the process should NTB be prevalent. These companies have Government concessions for the fields and they lease them to foreign companies under management contracts; therefore they issue licenses and additional documents required for those companies, who in turn use their global status and ties to market, distribute and sell goods abroad in accordance with international rules, regulations and trends.

However, coffee is a different story – many small traders export coffee mainly from Luanda and the real challenge for them are transport costs due to the chaotic status of rural roads. Getting the products to Luanda and storing them while waiting for documentation make the product uncompetitive from the outset. Some of the exporters have already decided to withdraw from exporting until roads are improved.

Small quantities of fish products are also exported. The Government imposes restriction in catching Horse Mackerel fish from time to time depending on the demography of this type of fish. During the course of this study<sup>6</sup> the capture of Horse Mackerel was forbidden for 4 months<sup>7</sup>.

The export process obliges exporters to possess the following documentation:

- *Bill of lading*
- *Cargo manifest*
- *Certificate of origin*
- *Invoice*

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<sup>6</sup> August 2004

<sup>7</sup> Source: Ministry of Commerce

**Table 5: WTO NTB Categorisation Codes / Exports**

INVENTORY CATEGORY	DESCRIPTION				
Part I	Government Participation in Trade and Restrictive Practices Tolerated by Governments				
WTO Inventory Code E	Problem Area Monopoly	Description of the most severe NTBs Government monopoly of oil and diamond production / licensing	Impact of NTB to businesses and trade	Responsibility/Source of NTB	
Part II	Customs and Administrative Entry Procedures				
WTO Inventory Code G/I	Problem Area Pre-shipment Inspection of Coffee	Description of the most severe NTBs Lengthy process of obtaining relevant documentation for export	Impact of NTB to businesses and trade Storage in Luanda while waiting for documentation increases costs	Responsibility/Source of NTB Customs	
Part III	Technical Barriers to Trade				
WTO Inventory Code N/A	Problem Area	Description of the most severe NTBs	Impact of NTB to businesses and trade	Responsibility/Source of NTB	
Part IV	Sanitary and Phytosanitary Measures				
WTO Inventory Code N/A	Problem Area	Description of the most severe NTBs	Impact of NTB to businesses and trade	Responsibility/Source of NTB	
Part V	Specific Limitations				

INVENTORY CATEGORY	DESCRIPTION				
		WTO Inventory Code A	Problem Area Periodic ban on fish capture	Description of the most severe NTBs Periodic bans on capture of Horse Mackerel	Impact of NTB to businesses and trade Interruption of possible export contracts
Part VI	Charges on Imports				
	WTO Inventory Code N/A	Problem Area	Description of the most severe NTBs	Impact of NTB to businesses and trade	Responsibility/Source of NTB
Part VII	Other				
	WTO Inventory Code E	Problem Area Transport Costs	Description of the most severe NTBs Extremely high transport costs, particularly for agricultural products, namely coffee	Impact of NTB to businesses and trade Increases costs of export, often to a prohibitive level	Responsibility/Source of NTB Ministry of Transport

**Table 6: Specific Regulations Affecting Exports**

WTO Inventory Category	Product Group	Government Controlling Agency	Regulatory Procedure
	Fishing Horse Mackerel	Ministry of Fisheries	Ministry of Fisheries

## CHAPTER 4: NTB MEASURES DIRECTLY AFFECTING IMPORTS

The importation process in Angola requires the following documentation:

- *Unified document (documento único)*: this document is normally filled-in by the clearing agency and costs approximately US\$ 10.
- *Commercial invoice*: the invoice is to include the following details: name and address of the exporter and the importer, description of the quantity of the merchandise, FOB value and values of freight, insurance and CIF value.
- *Property title*: bill of lading, airway bill, cargo bulletin, CP2
- *CRF*: clear report of findings for goods subject to pre-shipment inspection.
- *Various other certificates*: depending on the nature of the good, it can consist of sanitary certificate, fumigation certificate or declaration of exclusive compromise.
- *Certificate of National Council of Carriers*

All goods over US\$ 5,000 are compelled to have pre-shipment inspections at source<sup>8</sup>. BIVAC, a subsidiary of Bureau Veritas, SGS and Cotecna are the three companies in charge of pre-shipment inspection of goods entering or departing Angola. In general, NTBs tend to be of a bureaucratic and administrative nature due to inefficient systems and not domestic market protection. As such, restrictions on the importation of specific goods currently do not relate to domestic industry protection, but rather to health and security issues, including weapons, drugs, food inappropriate for human consumption and pornographic materials.

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<sup>8</sup> Decrees 34/02, 192/02 and 05/04 describes the goods exempted from pre-inspection

**Table 7: WTO NTB Categorisation Codes / Imports**

INVENTORY CATEGORY	DESCRIPTION				
Part I	Government Participation in Trade and Restrictive Practices Tolerated by Governments				
	WTO Inventory Code	Problem Area	Description of the most severe NTBs	Impact of NTB to businesses and trade	Responsibility/Source of NTB
	C	Government Procurement	Procurement practices are still underdeveloped and unclear, and subject to numerous bureaucratic procedures.	Difficulties in conducting business	
	E	Import, storage, distribution and retail of fuel	Monopoly in the importation, refining and distribution of fuel.	Lack of investment in new petrol stations and therefore scarcity of fuel	
Part II	Customs and Administrative Entry Procedures				
	WTO Inventory Code	Problem Area	Description of the most severe NTBs	Impact of NTB to businesses and trade	Responsibility/Source of NTB
	G	Import/export bureaucracy	Imports can be delayed by 3-4 months from the time the order is placed. There are numerous bureaucratic procedures to follow, and unnecessary repetition of information.	High costs of storage and security to cope with delays in clearing goods. Market delays	
	I	Pre-shipment inspections delays	Delay in issuing CRFs	Productive time wasted	
Part III	Technical Barriers to Trade <sup>9</sup>				
	WTO Inventory Code	Problem Area	Description of the most severe NTBs	Impact of NTB to businesses and trade	Responsibility/Source of NTB
	N/A				

<sup>9</sup> IANORQ, the Government standards organization follows EU and codex standards

INVENTORY CATEGORY	DESCRIPTION				
Part IV	Sanitary and Phytosanitary Measures				
	WTO Inventory Code N/A	Problem Area	Description of the most severe NTBs	Impact of NTB to businesses and trade	Responsibility/Source of NTB
Part V	Specific Limitations				
	WTO Inventory Code K	Problem Area Labelling requirements	Description of the most severe NTBs Recent requirement for all goods being imported into Angola to be labelled in Portuguese.	Impact of NTB to businesses and trade Increased costs of imports	Responsibility/Source of NTB
Part VI	Charges on Imports				
	WTO Inventory Code N/A	Problem Area	Description of the most severe NTBs	Impact of NTB to businesses and trade	Responsibility/Source of NTB
Part VII	Other				

INVENTORY CATEGORY	DESCRIPTION				
	WTO Inventory Code	Problem Area	Description of the most severe NTBs	Impact of NTB to businesses and trade	Responsibility/Source of NTB
	D	Investment restrictions	Foreign investment is limited to a minimum investment value of US\$100,000	Reduces the opportunities for SME investment	
	D	Complex and costly registration of business	Difficult to start businesses	Limitation of number of business that want to invest in Angola. The average time to register a business is 146 days.	
	E	Poor roads and railways infrastructure	High costs of maintenance and long delays on roads. Driving the 900 km from the mainland border with SADC in the far South province of Namibe to Luanda (and vice-versa) can take up to one week and a vehicle may require immediate assistance after completing the journey. The rail link between Benguela and Zambia needs extensive rehabilitation.	Very high costs of road and rail transport	
	E	High shipping costs	The costs of bringing one 20 foot container to Angola are the most expensive in costal area of Southern Africa. A container from Antwerp to Walvis Bay costs US\$ 1,500 while if it moors in Angolan harbours (smaller distance from Europe) the cost rises to between US\$ 3,000-4,000.	Increased cost of goods	
	E	Work permits	Unclear processes for employment of foreigners, resulting in up to one year waiting period for the issuance of work permits	Scarcity of qualified personnel to deal with skilled tasks.	
	E	Road Checks and Corruption	Road check-points are frequent, and different sets of documentation may be required on different days or points on the road.	Increases opportunities for corruption	



**Table 8: Specific Regulations Affecting Imports**

WTO Inventory Category	Product Group	Government Controlling Agency	Regulatory Procedure
	Foreign investment restrictions	ANIP	Investment Law 11/03 of 13 May
	Visa and yellow fever vaccine	Ministry of Interior (DEFA) and Ministry of Health	
	All		Law 17/03 of 25 July, establishes fiscal and customs incentives
	All		Decree 55/00, Importing, exporting and exporting procedures
	All		Decree 75/00, application rules of trade operators
	All		Decree 76/00, procedures to be observed by trade operators
	All		Decree 29/00, rules the licensing procedures of commercial activities and rendering of services
	All		Decree 29/02 of 21 May, stipulates the delay in the payment of consumption tax on goods imported for production purposes
	All		Decree 34/02 and Dispatch 192/02, rule pre-shipment regime
	All		Decrees 34/02, 192/02 and 05/04 describes the goods exempted from pre-inspection
	All		Law 11/03 of 13 May, establishes the bases for private investment

## **CHAPTER 5: KEY ISSUES FROM INTERVIEWS AND DESK RESEARCH**

Trading margins and profits are determined by the Government. A product imported into Angola is subject to the following cost/margin structure:

- 20% overheads
- 15% stamp tax
- 25% profit margin

On the retail side the following structure is applied:

- 14% overheads
- 1% stamp tax
- 22% profit margin

However, despite these pricing structures the general cost of goods in Angola remains extremely high. Angola is regarded to be the most expensive country in Southern Africa, with a very high cost of living, and expensive but inefficient public utilities. Rental space in Angola can be five times higher than the regional average.

## **CHAPTER 6: ASSESSMENT OF PROCEDURES FOR HARMONIZATION OF TRANSIT TRAFFIC BETWEEN ANGOLA AND THE REGION**

Angola does not represent a transiting point to any country in the region. When the Benguela railway is rehabilitated, it is anticipated that Angola will be a transit point for goods destined for Zambia. However, the rehabilitation of the Benguela Corridor is not foreseen in the short or mid-term period. There is very limited road haulage to and from the region apart from goods travelling between Angola and Namibia. A significant volume of these goods originate in South Africa.

## **CHAPTER 7: RECOMMENDED ACTIONS ON NOTIFICATIONS, MONITORING AND ELIMINATION OF NTBS**

With regard to a national focal point, interviewees consider that the private sector Focal Point for reporting on NTB problems that may occur should sit either in the Chamber of Commerce, the Association of Industries of Angola, or the Chamber of Clearing Agents. The tendency is that it should be the responsibility of the Chamber of Commerce and Industry since they are the ones that are following closely the STP and participate most actively in SADC forums, including the NTB workshop in Pretoria in November 2006. However, discussion amongst these bodies and Government needs to take place to determine the appropriate structure. This body will have to work closely with the Government's Grupo Multisectorial de Implementação do Protocolo Comercial da SADC.

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## APPENDIX 2: REFERENCES

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