



ICAO Africa/Middle East Air Transport Symposium
on
Promoting and harnessing the benefits of liberalization
Nairobi, Kenya
29 June to 1 July 2020

CONCEPT NOTE

Air transport is now an essential component of the global society, a crucial driver of economic, social and cultural development, which has become an indispensable means of transport, providing a worldwide transportation network, creating jobs and facilitating trade and tourism. Notwithstanding the fact that air transport has grown faster than most other industries, doubling in size every fifteen years, the sector is still facing regulatory barriers, constraints, uncertainty and/or economic fragmentation, which impede efficiency, generate frictions and hinder air connectivity improvement.

Harnessing and maximising the benefits of air transport requires enabling regulatory environments and quality infrastructure commensurate with the level of predicted traffic growth. Air transport policies and regulations should aim to facilitate transformation and new technologies. Efforts in this respect must focus on the liberalization of market access and the establishment of good regulatory practices and governance for air transport, including modernization, harmonization and convergence of regulatory approaches and regimes of States, and the promotion of connectivity, competition, transparency and choice for consumers.

Africa and the Middle East regions have adopted different regulatory approaches in the liberalization of air transport. While Africa has a regional liberalization framework through the adoption of the Yamoussoukro Decision (YD) and the Single Africa Air Transport Market (SAATM), the Middle East has more or less pursued liberalization through bilateral approaches by States. The regional effort on liberalization between Arab States through the Damascus Agreement of 2007 has not provided tangible benefits. The Middle East has however remained the fastest growing region for passenger and cargo traffic since 2011 and the African aviation market has the most potential for growth out of all global regions.

The primary objective of this Air Transport Symposium is to promote ICAO policies and guidance on economic regulation of international air transport and allow participants to share experiences and agree on concrete measures on building a favourable regulatory environment as well as a transparent, stable and predictable investment climate, in support of aviation development.

The three-day event is designed to have the first day devoted to a seminar/workshop on economic regulatory framework and statistical tools and the remaining two days for the symposium. The symposium will provide a good atmosphere and forum for exchange of ideas and information, as well as for sharing of experiences among policy makers, air transport regulators, industry representatives, aviation professionals and other stakeholders.



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Workshop on Economic Regulatory Framework and Statistical Tools

Day 1 Tuesday, 29 June 2020	
0730-0900	Registration
0900-0915	Opening of the Workshop
	Welcome and opening remarks
0915-1030	State of the industry and update on the outcome of ICAO's 40th Assembly on Economic Development of Air Transport
	A presentation on the state of the industry and the outcome of the 40 th Session of the ICAO Assembly (24 September-4 October 2019, Montréal, Canada), in all key areas and activities pertaining to the ICAO Strategic Objective - <i>Economic Development of Air Transport</i> .
1030-1100	Coffee Break
1100-1215	Air Transport Regulatory Framework Issues
	This session will focus on key air transport regulatory framework issues based on ICAO Doc 9626 – <i>Manual on the Regulation of International Air Transport</i> , highlighting national, bilateral and multilateral regulatory processes and structures including good regulatory practices.
1215-1345	Lunch
1345-1500	Key Decision Making Tools
	This session will provide information and address issues relating to ICAO's statistical programme, dissemination and use of aviation data (including ICAO e-tools) and the importance of forecasting activities.
1500 -1530	Coffee Break
1530-1645	ICAO policies on Airport Charges
	This session will cover ICAO policies on airport charges as contained in ICAO Doc 9082 – <i>ICAO's Policies on Charges for Airports and Air Navigation Services</i> , highlighting the purpose and scope of ICAO's policies on charges and related guidance material on airport economics.
1645-1700	Wrap up session
1700	End of Seminar/Workshop

workshop on Economic Regulatory Framework & Statistical Tools



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Air Transport Symposium

Day 2 – Wednesday, 29 June 2020

Air Transport Symposium

0730-0900	Registration (continued)
0900-0930	Opening Ceremony
	Welcome and other remarks
0930-1045	Session 1 – Achieving Regional Multilateral Regulatory Frameworks – The Journey so far (Panel Discussion)
	States and regions have pursued liberalization of market access at different paces, as encouraged by ICAO Assembly Resolution A39-15, Appendix A Section 1 (2). Africa has a regional liberalization approach through the adoption of the YD and the SAATM, while the Middle East has more or less pursued liberalization through bilateral approaches by States. The regional approach through Damascus Agreement was not too successful. <i>This session will focus on liberalization approaches, efforts, challenges and successes in Africa and the Middle East.</i>
1045-1115	Coffee Break
1115-1230	Session 2 – Harmonizing Regional Air Transport Regulatory Framework (Panel Discussion)
	The objective of liberalization is to create a favourable environment in which air transport players can operate and prosper, and consumers benefit from enhanced services, additional choices and better value. While there has been a general desire for fostering regulatory convergence in the areas of consumer protection, competition and taxation regulations and policies for international air transport, achieving this has remained a challenge. <i>This Session will focus on the examination and the achievement of common tools, policy guidance and best practices for regional harmonization and compatibility of regulatory regimes on consumer protection, competition and taxation regulations and policies for international air transport.</i>
1230 -1400	Lunch
1400-1515	Session 3 – Regional Approach to Liberalization of Air Cargo Services (Panel Discussion)



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	<p>In 2014 and 2017, ICAO organized its first and second meetings on Air Cargo Development in Africa in Lomé and Ethiopia respectively, to facilitate the development of air cargo services in line with the recommendation of the Sixth Worldwide Air Transport Conference (ATConf/6). Being fully aware that air cargo has become an indispensable component of e-commerce, States and aviation stakeholders should support the development of regional approaches for air cargo liberalization. <i>This session will address how regional approaches could provide a foundation for global liberalization for air cargo; and how liberalization of air cargo can contribute to the growth and success of e-commerce in Africa and the Middle East.</i></p>
1515-1545	Coffee Break
1545-1700	Session 4 - Impact of Levies on Air Transport Sustainability (Presentations)
	<p>The past decade has seen the proliferation of various taxes on the sale and use of air transport, particularly in Africa. The imposition of taxes is considered counterproductive because in many cases the revenue raised is far less than the economic benefits that are relinquished because of reduced demand for air travel. <i>This session will examine whether taxes on air transport are sustainable ways for governments to generate revenue and how to build robust cost-benefit analyses for decision-makers to show the impacts of excessive levies on aviation growth.</i></p>
1700	End of First Day of the Symposium
Day 3 – Thursday, 1 July 2020	
0900-1015	Session 5 - Cooperation and Cross-Border Investments in Airlines (Presentations)
	<p>During the Sixth Worldwide Air Transport Conference (ATConf/6), it was acknowledged that States had used various means in the liberalization of air carrier ownership and control including unilateral, bilateral, regional, plurilateral and multilateral approaches. At the 40th ICAO Assembly, it was agreed that ICAO should continue the development of an international convention on foreign investment in airlines. The liberalization of air carrier ownership and control will encourage cross-border investments and airline mergers. <i>This Session will focus on the various regulatory approaches to, and the benefits of, liberalizing air carrier ownership and control; and highlight the opportunities for cooperation and cross border investments for airlines in Africa and the Middle East.</i></p>
1015-1045	Coffee Break



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1045-1200	Session 6 – <i>Connectivity and Seamless Travel</i> (Panel Discussion)
	<p>Many States have come to understand that air connectivity is an asset, which improves the global competitiveness of cities, regions and countries. Air Connectivity is view as the ability of a network to move passengers, cargo and mail involving the minimum of transit points, which makes the trip as short as possible with optimal user satisfaction at the minimum price possible. <i>This Session will examine the possibility of enhancing seamless air connectivity within and between Africa and the Middle East. How can the flow of passengers be facilitated through the air transport system to maximize the benefits of air transport as well as the passenger experience?</i></p>
1200-1330	Lunch
1330-1445	Session 7 – Stimulating Investments in Financing the Development of Aviation Infrastructure (Presentations)
	<p>Based on the outcome of the ICAO World Aviation Forums and the adoption of the Declaration and Framework for Plan of Action for Development of Aviation Infrastructure in Africa, <i>this session will discuss how to attract private investors to aviation infrastructure projects. Particular focus will be on: a) building a transparent, stable and predictable investment climate; b) creating good governance such as enabling institutional, legal and regulatory frameworks and monitoring and evaluation mechanisms; and c) consolidating planning and development efforts for aviation, tourism and trade infrastructure in an appropriately balanced development of transport modes, including multi-modal and urban planning initiatives.</i></p>
1445-1515	Coffee Break
1515-1630	Session 8 – Stimulating Investments in Financing the Development of Aviation Infrastructure (Panel Discussion)
	<i>Continuation of Session 7 through panel discussion</i>
1630 -1700	Wrap up session
1700	End of the Symposium

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