



INTERNATIONAL CIVIL AVIATION ORGANIZATION
FIFTH MEETING OF DIRECTORS GENERAL OF CIVIL AVIATION (DGCA/5)
OF ESAF AND WACAF
(Dakar, Senegal, 4 November 2013)

Agenda Item 4: Air Transport Issues

STATUS OF THE IMPLEMENTATION OF THE YAMOUSSOUKRO DECISION (YD)

(Presented by AFCAC)

EXECUTIVE SUMMARY

This Information Paper (IP) highlights some projects undertaken by the African Union Commission (AUC) to facilitate and hasten the full implementation of the YD. It also describes some of the sectors' contributions to advancing economic and social developments which would be realised when the YD is fully implemented continentally. The industry and governments should pursue wide-ranging liberalisation to foster the efficiency of the continental air transport system and reap the benefits of expanded tourism, improved trade flows and increased social interaction. In this respect, AFCAC has been entrusted as the Executing Agency (EA) of the YD. The AUC funded by the EU engaged SOFRECO and INDECON Consulting Companies to find ways of assisting the Executing Agency to successfully complete the implementation.

Action: The meeting is required to take note of the information provided and to agree with the recommendations presented.

1. INTRODUCTION

1.1 Since the introduction of the Yamoussoukro Decision, States have considered safeguards with a view to addressing concerns resulting from disparity in stages of the implementation of the YD.

1.2 The reasons prompting the concerns differ but fall under the following categories:

- (a) The desire to develop and improve intra- Africa traffic
- (b) The desire to achieve a fair competitive market
- (c) The concern over unilateral regulation imposed by another State.
- (d) The desire to fully implement the YD
- (e) The desire to move passengers and good continentally in an efficient manner
- (f) The concern over lack of harmonisation of the rules
- (g) The desire to improve the continental socio-economic situation.

2. DEVELOPING INTRA AFRICA TRAFFIC

2.1 The movement of passengers and goods in Africa is still very difficult in certain regions which results in long distances and exorbitant fares. This situation is making life very unbearable for

those who cannot afford high air transport fares. Connectivity is very vital in intra- Africa traffic since it takes passengers to their different destinations for leisure, delivers products to markets and contributes to family reunions during festive seasons or whenever there is need.

3. STATE OF THE MARKETS IN AFRICA

3.1 Existing Situation

The state of markets in Africa is currently regulated and based on bilateral air service agreements (BASAs). However, rules and regulations are not harmonised or common. There are different standards of services and consumer rights. There is a light at the end of the tunnel since there is harmonisation in progress (COMESA-SADC-EAC, ECOWAS and ECCAS.)

4. IMPLEMENTATION CHALLENGES

4.1 Implementing the Yamoussoukro Decision has been very challenging for the AU and AFCAC which resulted in the AUC coming up with two projects that had to come up with the best way of the Operationalisation of the Yamoussoukro Decision. The AU-EU projects were conducted by SOFRECO and INDECON which are EU based companies.

4.2 The idea of undertaking projects came about as a way of wanting to deal with the challenges encountered during the implementation exercise and some of these are:

- (a) Different macro-economic policies and strategies
- (b) Varying levels of development and very individual State interests
- (c) Fear of the unknown – negative/positive benefits of liberalisation

4.3 The AUC will soon call a Stakeholders meeting to validate the report of the consultants.

5. RECOMMENDATIONS

5.1 This meeting is invited to:

- (a) Encourage States through the RECs to strive for the complete implementation of the Yamoussoukro Decision
- (b) Sensitize their respective aviation stakeholders about the socio-economic benefits of the full implementation of the YD.

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