

# Outcomes of the Joint Charges Workshop on User Fees, Charges and Taxes on aviation in Africa





# Outline

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# Background

- Need for Capacity Building
- 1<sup>st</sup> Joint User Charges Workshop, NBO, 2019
- Proliferation of high Taxes, Fees and Charges (TFCs)
- Economic Regulations
- Annual Workshop, capacity building





## Joint User Charges Workshop Agenda, DKR, 13-14 March 2023

- Framework for aviation charges, overview of the ICAO framework for setting user charges and supporting documents
- Modernizing global policy frameworks on airport charges
- The concept of building blocks in aviation charges
- Overview of the regional economic performance and trends

# Outcomes

## Action by States:

- Ensure that Article 15 of the Chicago Convention is fully respected
- To implement Assembly Resolution A41-27 to observe ICAO's policies on charges per Doc 9082
  - To incorporate the 4 key charging principles of non-discrimination, cost-relatedness, transparency, and consultation with users into their national legislation, regulation or policies, to ensure compliance by airport operators and ANSPs.



# Prospective guidance

- **Base the recovery of the costs of the airports and air navigation services** they provide or share in providing for international civil aviation **on the principles set forth in Article 15** of the Convention and ICAO's policies **as contained in Doc 9082**, despite the organizational structure under which the airports and air navigation services are operated.
- **Ensure that airport and air navigation services charges are applied towards defraying the costs of providing facilities and services for civil aviation.**
- Make every effort pursuant to Article 15 of the Chicago Convention to **publish and communicate** to the Organization **any charges that may be imposed** or permitted to be imposed for the use of airports and air navigation facilities by the aircraft of any other Member State. States to timely respond to ICAO survey for annual update of the Doc 7100 – Tariffs for Airports and Air Navigation Services.

# Prospective guidance

- **Adopt the principles** of non-discrimination, cost-relatedness, transparency, and consultation, as set out in **ICAO's policies in Doc 9082, in national legislation, regulation or policies, as well as in air services agreements**, to ensure compliance by airports and air navigation services providers.
- Ensure that the current ICAO policies for cost recovery of security measures and functions at airports and by air navigation services providers, as set out in Doc 9082, are implemented so that security user charges are reasonable, cost-effective, and foster harmonization worldwide.
- Cooperate in the recovery of costs of multinational air navigation facilities and services and consider the use of the ICAO policy guidance on the allocation of GNSS costs.
- **Strike an appropriate balance** between service providers and users when implementing economic and financial measures **in times of crisis**, including the revision of charges, **through effective consultation** and ensuring that difficulties are shared amongst all parties in a reasonable manner.

# Prospective guidance

- **States are reminded that they remain responsible for the commitments assumed regarding airports and air navigation services under Article 28 of the Chicago Convention**, despite the entity or entities that operate the airports or air navigation services concerned.
- **States are encouraged to consider the establishment of autonomous entities to operate airports and air navigation services providers**, considering economic viability as well as the interests of the users and other interested parties.
- **States to establish good governance**, for example, **the creation of enabling institutional, legal, and regulatory frameworks**, the use of a data-driven approach, and the cooperation and compatible decision-making among transport authorities and ministries in charge of related portfolios, which can provide a strong impetus to boost investment in aviation infrastructure.
- **States to develop national and/or regional aviation infrastructure programmes and plans**, which should be aligned and integrated with an appropriately balanced development of transport modes, linked with national and/or regional development frameworks and strategies, and harmonized with the international economic and financial frameworks.

# Prospective guidance

- **States to establish a transparent, stable, and predictable investment climate to support aviation infrastructure development**, for example, by engaging stakeholders, diversifying funding sources and elevating the role of private sector, including through private investment, business reform, private finance initiatives, public-private partnership, and various incentive schemes.
- **States to consider the appropriateness of financial and regulatory support to airports and air navigation service providers in response to any unprecedented economic difficulties** stemming from the COVID-19 pandemic. Such support should be consistent with the principle of fair and equal opportunity to compete.
- **States to continue to develop and update, as required, guidance and tools on financing for the development and modernization of quality aviation infrastructure**, including mechanisms to support operational improvements as described in the ASBU elements.
- **States to continue to assess the emerging funding and financing needs arising from the industry technology advancement**, including investment in infrastructure to support the operation of unmanned aircraft systems.

# User Charges Workshop material available on:

<https://www.icao.int/ESAF/Pages/aviation-user-charges-2023.aspx>

**Thank You**