

REMARKS
CORNELIA WILSON-HUNTER, THE WICKS GROUP
SECOND ICAO MEETING ON THE SUSTAINABLE DEVELOPMENT
OF AIR TRANSPORT IN AFRICA
SESSION 4 – STIMULATING DEMAND FOR AIR TRANSPORT IN AFRICA

Honorable Colleagues and Friends, thank you for the this opportunity to speak with you on a subject of great and lasting concern to all of us – stimulating demand for air transport in Africa.

I intend to speak briefly on this issue as each and every one of us in this room have attended numerous meetings and conferences during which this subject was raised.

I was in Yamoussoukro, Cote d'Ivoire in 1999 when the agreement was signed. There were Ministers or representatives from just about every State in sub-Saharan Africa. ICAO, The World Bank and funding agencies were also in attendance. The cheer and excitement in the auditorium was palpable! The decision was to be taken back to each State for approval by African governments at the highest levels to ensure agreement and buy-in by government. Some Ministers of Transport of countries were so confident that their governments would approve that they signed the agreement in the presence of all of us attendees, to an ovation.

Now here we are again 18 years later, and I cannot tell you how distressing the failure of implementation of Yamoussoukro across most of the sub-region is and has been. And how many more “agreements” and “decisions” have been signed by African governments since then? I think you all know. As I see it the failure to implement Yamoussoukro has led to an

increasing proliferation of Africa-wide agreements that I believe would have been unnecessary if governments took on the work that would have broadly brought them into compliance with Yamoussoukro, and that includes safety, security, and consumer protection.

I would like to turn the tables. Instead of re-stating the barriers and consequences of non-implementation of Yamoussoukro as they affect the growth of air transport on the continent – you, the regulators and adherents of aviation on the continent and in this room tell us the real issues behind non-implementation of aviation liberalization. Perhaps as ICAO developed No Country Left Behind, we can develop a strategy to one-by-one, country-by-country, work together to remove the barriers that are inhibiting the growth of African air transport continentally, and globally.