

ENSURE YOUR STATE'S INFORMATION IS UP TO DATE

Mozambique

1. **SATAPS** is an on-line database for States and industry stakeholders to monitor the implementation of the Lomé and Antananarivo Declarations, and take necessary follow-up or corrective actions. Please register to SATAPS and upload the information. For more information, visit: <http://www.icao.int/sustainability/Pages/SATAPS.aspx>

2. **Aerotariffs** provides information on airport and air navigation services charges (tariffs) that are officially registered with ICAO. Under Art. 15 of the Chicago Convention, all Member States shall communicate to ICAO such charges. Please to revise the information sent and to update it, if necessary. If you find any discrepancy, please contact us at: aerotariffs@icao.int

You are invited to visit **Aerotariffs** website and request a demo of the tools, which is useful to calculate airport charges and to benchmark different airports: <https://www4.icao.int/doc7100>

3. The **World Air Services Agreements (WASA)** Database includes agreements that are officially registered with ICAO (Art. 83 of the Chicago Convention), as well as other agreements and arrangements, which are publicly available. For information and to correct any discrepancies, please contact us: ecd@icao.int

4. The **ICAO E-Tools WASA Map** is a data visualization of WASA data and traffic (attached). For any enquiry about the WASA Map, please visit ICAO's exhibition booth.

MOZAMBIQUE STATE AIR TRANSPORT ACTION PLAN SYSTEM (SATAPS)



Area	Action	Reference
Alleviation of restrictions	Revise ASAs to alleviate air carrier ownership and control (ACOC) restrictions	
	Revise ASAs to alleviate capacity restrictions	
Charges	Implement ICAO policies on user charges	
Competition	Support ICAO Compendium of competition policies and practices (reply to ICAO State Letter EC2/109-15/42)	Mozambique has been drafting and reviewing competition regulations, to ensure a level playing field, equitable competition in the air transport industry. In drafting these texts, due care has been taken to ensure harmonization of the same with the Regulatory and Institutional Yamoussoukro Decision documents adopted by Executive Council in 2015.
	Encourage cooperation among competition authorities Participate in ICAO Air Transport Symposium (IATS), March 2016	
	Implement air transport operators cooperation through code share/alliances.	
Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS),	Support development by ICAO of connectivity indicator	
	Implement essential services schemes	
Consumer protection	Associate consumer representative organizations	
	Adhere to Montreal Convention, 1999	
	Use ICAO Core Principles (adopted by the ICAO Council on 17 June 2015) in regulatory and operational practices	Mozambique has been drafting and reviewing consumer protection regulations for air transport to ensure air passengers rights. In drafting these texts, due care has been taken to ensure harmonization of the same with the Regulatory and Institutional Yamoussoukro Decision documents adopted by Executive Council in 2015.
Cooperation across value chain	Support cooperation among stakeholders, including World Tourism Organization (UNWTO), International Air Transport Association (IATA), Airports Council International (ACI), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), African Union Commission (AUC), Airlines Association of Southern Africa (AASA)	Mozambique is on track towards the creation of a smart, sustainable and inclusive aviation strategy for the development of air transport. In its efforts towards preparation for the full implementation of the Yamoussoukro Decision, Mozambique has embarked on an integrated aviation strategy that encourages tourism development and consequently resulting in economic growth. Mozambique has started advocacy campaigns, promotions and consultations to bring all aviation stakeholders on board regarding the full implementation of the Yamoussoukro Decision as well as sustainable development of air transport.
Data and analysis	Share data and analysis	
	Share customized traffic and cargo forecasts	
	Provide business analysis tools	
Fleet renewal	Adhere to Cape Town Convention, 2001	
	Make use of Art. 83 bis of the Chicago Convention	
Infrastructure development	Consider practices to attract public/private capital, such as public-private partnerships (PPP)	
	Provide sufficient infrastructure to accommodate growth	Mozambique has constructed and is refurbishing existing airports, as well as resurfacing runways. International airports have 4 instrument runways, which have 4 PBN approaches, thus establishing PBN implementation at 100 % for Mozambique.
	Increase awareness of ICAO guidance on infrastructure funding	
Market access liberalization	Grant 7th freedom traffic rights for air cargo services Align Air Services Agreements (ASAs) with YD	Mozambique has started reviewing the air services agreements to align them with the provisions of the Yamoussoukro Decision. In air services negotiations, Mozambique has started to negotiate liberal bilateral agreements. It has moved from a single designation regime to a multiple designation per country and dual designation per route. Plans are underway to join the single market undertaking, to sign the Solemn Commitment.
	Implement Yamoussoukro Decision (YD) framework	Mozambique has started advocacy campaigns, promotions and consultations to bring all aviation stakeholders on board regarding the full implementation of the Yamoussoukro Decision as well as sustainable development of air transport. The legal and regulatory framework has undergone changes in preparation for the full implementation of the Yamoussoukro Decision. Mozambique is in the process of harmonizing the existing Mozambique Civil Aviation policy with the African Civil Aviation Policy (AFCAP).

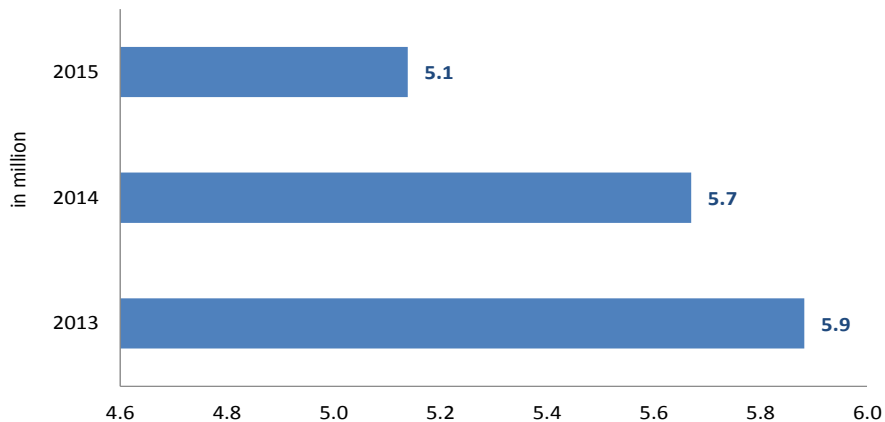
Safety	Implement safety targets of the Abuja Declaration on Aviation Safety in Africa, 2012	Mozambique accepts all critical and outstanding international conventions relating to aviation safety and is incorporating them into national laws.
	Establish mechanisms to ensure sustainable funding of safety oversight functions	
Security and facilitation	Support electronic submission of data on goods passing borders; e-freight; e-air way bills (e-AWB)	
	Develop and implement Regulated Agent and Known Consignor's programmes	
	Establish mechanisms to ensure the sustainable funding of security oversight functions	
	Implement electronic visas	
	Eliminate non-physical barriers between States	Mozambique has been drafting and reviewing facilitation regulations, to ensure free movement, remove barriers whilst improving and safeguarding safety and security. In drafting these texts, due care has been taken to ensure harmonization of the same with the Regulatory and Institutional Yamoussoukro Decision documents adopted by Executive Council in 2015. Mozambique accepts all critical and outstanding international conventions relating to aviation security and is incorporating them into national laws.
Taxation	Avoid imposing discriminatory levies on air transport	
	Implement ICAO policies on taxation	
	Assess economic impact of excessive taxation	
Training	Support ICAO efforts to quantify personnel shortages (Doc 9956)	
	Support ICAO capacity-building initiatives: Next Generation of Aviation Professionals (NGAP), Human Resources Development Fund (HRDF)	
	Use ICAO air cargo-specific training, including dangerous goods	



ECONOMIC DEVELOPMENT

Freight Tonne Kilometre (FTK)

Source: ICAO, Air Transport Reporting Form A

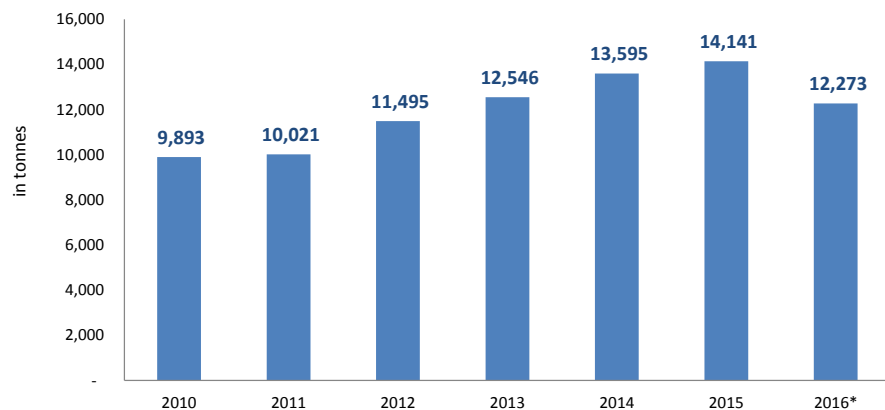


Freight Tonne Kilometer Ranking (FTK)

- Within Africa Region: 17/54
- World: 98/191

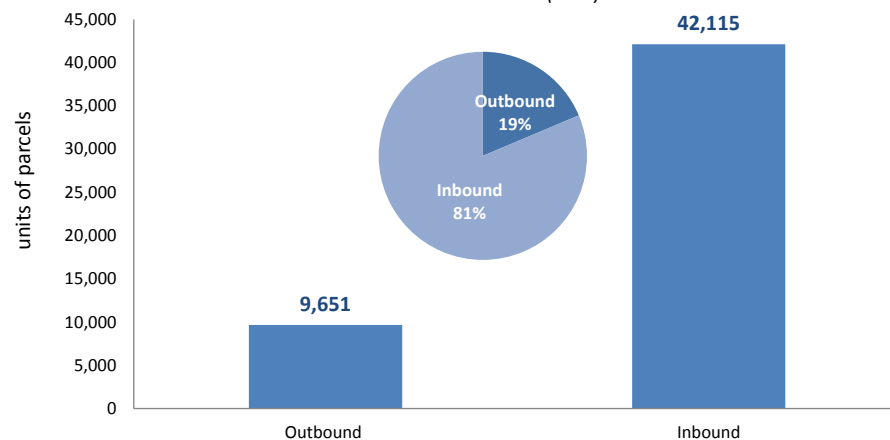
Evolution of Airport Cargo Traffic

Source: ICAO & ACI joint airport traffic form



e-Commerce Activity, 2015

Source: Universal Postal Union (UPU)



MOZAMBIQUE

LATEST AMENDMENT DATED: 24 April 2009

AIRPORTS: Beira, Maputo

LANDING CHARGES

Basis: Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.

Aircraft MTOW	Amount (USD)
Up to 2 000 kg	11.50
2 001 to 4 000 kg	20.00
4 001 to 5 700 kg	25.00
Above 5 700 kg	5.50

Helicopter: 50% of the charge except when the flight takes place outside officially published hours.

Surcharges: Except in emergency cases an additional 50% of the landing charge for each landing made outside of the published operational hours of the aerodrome payable in respect of every two-hour period or fraction thereof. In any case, the landing charge plus the surcharge shall not be less than USD 125.00.

PARKING CHARGES

Basis: Maximum take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.

First 90 minutes free, thereafter:

Aircraft with MTOW up to 5 700 kg	Amount (USD)
Parking stands	per 24 hours or part thereof
In the traffic areas	
Up to 2 000 kg	5.00
2 001 to 4 000 kg	7.00
4 001 to 5 700 kg	10.00
In the other areas	
Up to 2 000 kg	3.00
2 001 to 4 000 kg	5.00
4 001 to 5 700 kg	7.00
Aircraft with MTOW above 5 700 kg	per tonne 3 hours or part thereof
In the traffic areas	0.50
In the other areas	0.38

Surcharge: The parking charge will be increased by USD 12.50 for each 15-minute period or fraction thereof 15 minutes after the movement services have ordered the removal of the aircraft.

MOZAMBIQUE

HOUSING CHARGES

Basis: Maximum take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.

Charge per 3 hours or part thereof
Per tonne or part thereof USD 1.50

PASSENGER SERVICE CHARGES

Payable by the passenger.

For each embarked passenger 2 years of age and over on scheduled and non-scheduled flights:

Domestic flights	USD 10.00
Regional flights	USD 30.00
International flights	USD 30.00

CARGO CHARGES

Basis: Gross weight being loaded or unloaded.

Payable by the operator.
USD 0.10 per kg.

FUEL CHARGES

USD 0.50 per hectolitre.

AIR NAVIGATION CHARGES

Basis: Maximum take-off weight in the C. of A. or equivalent document.

Aircraft weight (kg)	Charge per journey in Beira FIR (USD)
Up to 5 700	15.00
From 5 701 to 30 000	40.00
From 30 001 to 43 000	120.00
From 43 001 to 100 000	250.00
From 100 001 to 190 000	300.00
From 190 001 to 300 000	350.00
Above 300 000	400.00

VERY SMALL APERTURE TERMINAL (VSAT) CHARGES

VSAT Network flat rate Charge for South African Development Community (SADC) is levied when flights cross international FIR boundaries or international border of States where air traffic control centres are equipped with a SADC VSAT satellite communications system.

Flat rate of USD 9.60 per FIR crossing.

Ratification Status of Treaties	Mozambique
Convention on International Civil Aviation, signed at Chicago on 7 December 1944	•
Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 83 bis], signed at Montréal on 6 October 1980	•
International Air Services Transit Agreement, signed at Chicago On 7 December 1944	•
International Air Transport Agreement, signed at Chicago On 7 December 1944	
Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsaw on 12 October 1929	
Convention on the International Recognition of Rights in Aircraft, signed at Geneva on 19 June 1948	
Protocol to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air, done at Warsaw on 12 October 1929, as amended by the Protocol signed at The Hague on 28 September 1955	
Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed at Tokyo on 14 September 1963	•
Convention for the Suppression of Unlawful Seizure of Aircraft, signed at The Hague on 16 December 1970	•
Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, done at Montréal on 23 September 1971, signed at Montréal on 24 February 1988	•
Convention for the Unification of Certain Rules for International Carriage by Air, signed at Montréal on 28 May 1999	•
Convention on International Interests in Mobile Equipment, signed at Cape Town on 16 November 2001*	•
Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment, signed at Cape Town on 16 November 2001	•
Convention on Compensation for Damage Caused by Aircraft to Third Parties, signed at Montréal on 2 May 2009	•
Convention on Compensation for Damage to Third Parties, Resulting from Acts of Unlawful Interference Involving Aircraft, signed at Montréal on 2 May 2009	•
Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation, signed at Beijing on 10 September 2010	•
Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft, signed at Beijing on 10 September 2010	•
Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed at Montréal on 4 April 2014**	•

*Cape Town Convention. In addition, the Syrian Arab Republic, Zimbabwe, Gabon, Seychelles and Costa Rica have deposited their instruments of accession in respect of this Convention. In accordance with its Article 49(2), the Convention shall enter into force for these States as applied to aircraft equipment when they accede to the Aircraft Equipment Protocol (Cape Town, 2001).

(1) As of 1 December 2009, the European Union replaced and succeeded the European Community.

** Montréal Protocol. Not in force: 22 ratifications required.

World's Air Services Agreements (WASA)
MOZAMBIQUE

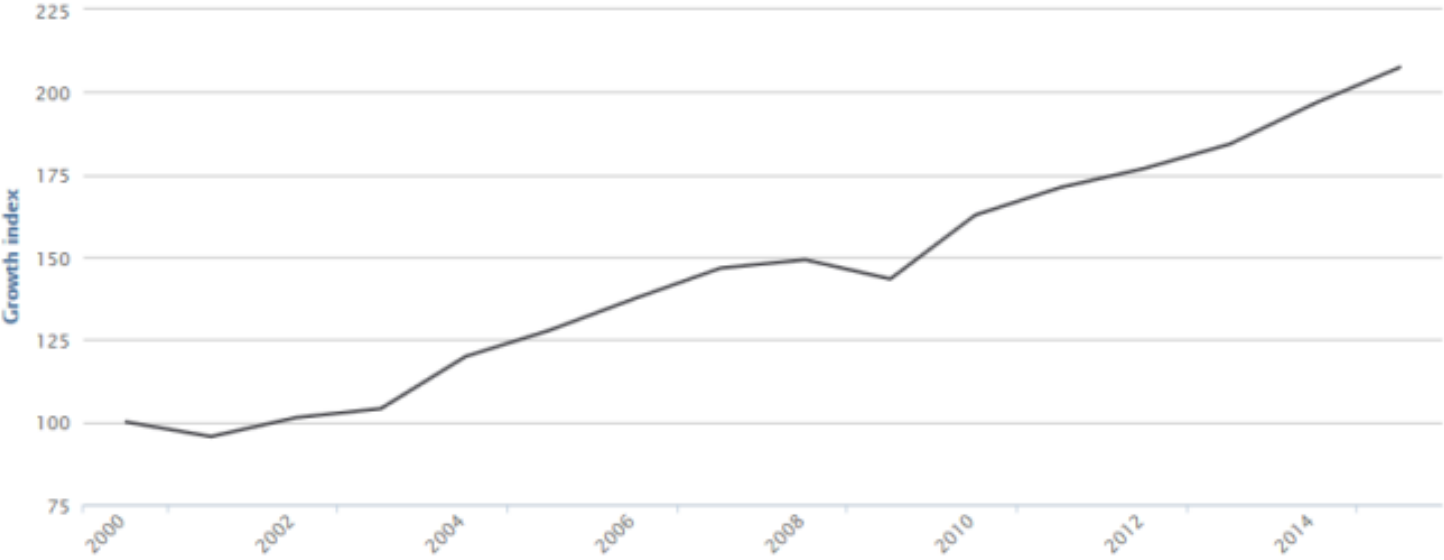
State A	State B	Date	ICAO Number
MOZAMBIQUE	USSR	12/02/1976	02612
MOZAMBIQUE	ROMANIA	21/04/1979	03101
MOZAMBIQUE	ZIMBABWE	07/08/1980	03809
MOZAMBIQUE	UNITED REPUBLIC OF TANZANIA	07/10/2009	10567
MOZAMBIQUE	KENYA	29/10/2014	05760

**Bilateral Agreement and Traffic for
MOZAMBIQUE**

State		Agreement Type	Flights	Seats
AGO	Angola	Non-recorded Agreement	105	10,371
ETH	Ethiopia	Non-recorded Agreement	348	55,373
KEN	Kenya	Non-recorded Agreement	625	56,241
LSO	Lesotho	Traditional/Transitional	0	0
MWI	Malawi	Traditional/Transitional	359	24,306
PRT	Portugal	Non-recorded Agreement	198	53,045
ROU	Romania	Traditional/Transitional	0	0
ZAF	South Africa	Traditional/Transitional	5233	422,438
SWZ	Swaziland	Traditional/Transitional	0	0
TZA	United Republic of Tanzania	Traditional/Transitional	158	19,181
ZWE	Zimbabwe	Traditional/Transitional	38	345

Scheduled International Annual Growth Rate

Revenue Tonne Kilometres



Compound Annual Growth Rate

— World Total (4.99%)