

# ENSURE YOUR STATE'S INFORMATION IS UP TO DATE

## Togo

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](mailto: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](mailto: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.

**TOGO**  
**STATE AIR TRANSPORT ACTION PLAN SYSTEM (SATAPS)**



Area	Action	Reference
<b>Alleviation of restrictions</b>	Revise ASAs to alleviate air carrier ownership and control (ACOC) restrictions	Les nouveaux accords aériens entre le Togo et les Etats membres visent et intègrent la DY. A cet effet la propriété de la compagnie aérienne est celle définie par la DY. Accord relatif aux services aériens entre le Togo et le Sénégal: article 3: Désignation et autorisation des compagnies aériennes
<b>Alleviation of restrictions</b>	Revise ASAs to alleviate capacity restrictions	Les nouveaux accords aériens entre les Etats membres visent et intègrent la DY. A cet effet, il n'existe plus de restriction quant à la capacité ni le nombre de fréquences.
<b>Charges</b>	Implement ICAO policies on user charges	La loi 2016-011 du 7 juin 2016 portant code l'aviation civile en ses articles 103-105; 153; 154 , prend en compte la politique de l'OACI en matière de fixation des redevances.
<b>Competition</b>	Support ICAO Compendium of competition policies and practices (reply to ICAO State Letter EC2/109-15/42)	
<b>Competition</b>	Encourage cooperation among competition authorities	Dans les accords aériens les Etats insèrent des clauses interdisant la concurrence déloyale. Les Etats s'invitent mutuellement à une coopération en vue de dénoncer et prohiber de telles pratiques.
<b>Competition</b>	Participate in ICAO Air Transport Symposium (IATS), March 2016	Lettre de participation au symposium
<b>Competition</b>	Implement air transport operators cooperation through code share/alliances.	Les autorités d'aviation encouragent les compagnies à une coopération commerciale en vue d'éliminer les pratiques anti concurrentielles. ex : ASA TOGO-SENEGAL art 12.2
<b>Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS), Landlocked Developing Countries (LLDC)</b>	Support development by ICAO of connectivity indicator	
<b>Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS), Landlocked Developing Countries (LLDC)</b>	Implement essential services schemes	La compagnie arienne de droit togolais ASKY airlines assure la desserte de plus d'une vingtaine de capitales de l'Afrique de l'ouest et du centre via son hub de Lomé. Elle a favorisé le désenclavement de certains pays.
<b>Consumer protection</b>	Associate consumer representative organizations	l'UEMOA a mis en place une réglementation relative à la protection des passagers : - règlement n°02/2003/CM/UEMOA relatif à la responsabilité dues transporteurs aériens en cas d'accident ; - règlement n°03/2003/CM/UEMOA établissant les règles relatives aux compensations pour refus d'embarquement des passagers et pour annulation ou retard important Les associations de consommateurs sont sensibilisées sur l'existence de ces textes et dispositions. Pour ce faire, des missions périodiques de l'UEMOA en collaboration avec l'ANAC organisent des réunions d'échange sur la mise en oeuvre des règlements relatifs à la protection des consommateurs avec les associations de consommateurs ainsi que l'ordre des avocats.
<b>Consumer protection</b>	Adhere to Montreal Convention, 1999	Le Togo a ratifié en juin 2016 la Convention de Montréal . L'instrument de ratification a été déposé à l'OACI le 26 novembre 2016.
<b>Consumer protection</b>	Use ICAO Core Principles (adopted by the ICAO Council on 17 June 2015) in regulatory and operational practices	La protection des droits des passagers est assurée. En effet la ratification de la convention de Montréal 99 confert aux passager une garantie quant à la responsabilité des transporteurs. Les principe de la Convention de Montréal sont pris en compte par la nouvelle loi portant code de l'aviation civile.

<b>Cooperation across value chain</b>	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)	<p>Le Togo coopère avec ces différentes organisations citées par sa participation à leurs réunions et travaux.</p> <p>Le Togo a assuré la vice présidence de la CAFAC pour la région ouest africaine de 2014 à 2016.</p> <p>Le Togo a assuré la présidence de la réunion sur le développement du fret aérien en Afrique du 05 au 07 août 2014.</p> <p>De 2013 à 2014 le Togo a assuré la présidence de l'ACI Afrique. Le Togo s'implique activement dans tous les activités des organisations régionales et internationales.</p>
<b>Data and analysis</b>	Share data and analysis	
<b>Data and analysis</b>	Share customized traffic and cargo forecasts	
<b>Data and analysis</b>	Provide business analysis tools	
<b>Fleet renewal</b>	Adhere to Cape Town Convention, 2001	Le Togo a ratifié la convention de CAP TOWNLoi No 2009-026 DU 06 NOVEMBRE 2009 autorisant l'adhésion du Togo à la convention relative aux garanties internationales portant sur les matériels d'équipement mobiles et à son protocole sur les questions spécifiques aux matériels d'équipements aéronautiques, signes au cap le 16 novembre 2001
<b>Fleet renewal</b>	Make use of Art. 83 bis of the Chicago Convention	Le Togo recourt à la signature de l'accord 83 bis avec l'Ethiopie afin de permettre à la compagnie Asky de régulièrement renouveler et étoffer sa flotte qui est composé de 3 Bombardier Q400, 3 Boeing 737-700 et 1 Boeing 737-800.
<b>Infrastructure development</b>	Consider practices to attract public/private capital, such as public-private partnerships (PPP)	<p>Rencontre ANAC-CEDEAO relative à l'évaluation des infrastructures aéroportuaires au Togo en vue de la recherche de financement du développement de ces infrastructure : Lomé les 29 et 30 mai 2015.</p> <p>Le Togo assure la présidence de Comité technique spécialisé (CTS) de l'UA sur les transports, le tourisme et l'énergie de l'Union africaine (UA), à l'issue de la réunion ministérielle qui s'est déroulée du 13 au 17 mars 2017 à Lomé.</p>
<b>Infrastructure development</b>	Provide sufficient infrastructure to accommodate growth	<p>Le Togo a construit une nouvelle aérogare passagers à l'aéroport international Gnassingbé Eyadema, pouvant traiter 2 millions de passagers par an. Cette infrastructure a été inaugurée le 25 avril 2016.</p> <p>une nouvelle aérogare fret d'une capacité de 50 000 tonne y a également été construite.</p> <p>Le Togo a entrepris la réhabilitation et la modernisation de l'aéroport international de Niamtougou (environ à 400 km au nord de Lomé) par le ralongement de la piste de 2500 à 3000 mètres, la construction de la clôture du périmètre de l'aéroport et le renforcement des chaussées.</p>
<b>Infrastructure development</b>	Increase awareness of ICAO guidance on infrastructure funding	
<b>Market access liberalization</b>	Grant 7th freedom traffic rights for air cargo services	
<b>Market access liberalization</b>	Align Air Services Agreements (ASAs) with YD	Les accords aérien signés par le Togo avec les Etats africains depuis 2000 visent la Décision de Yamoussoukro et accordent les libertés que confèrent cette décision.
<b>Market access liberalization</b>	Implement Yamoussoukro Decision (YD) framework	Le Togo a signé le 15 février 2017 l'engagement pour la mise en oeuvre de la décision de Yamoussoukro sur la libéralisation du transport aérien en Afrique et la création d'un marché unifié du transport aérien en Afrique.

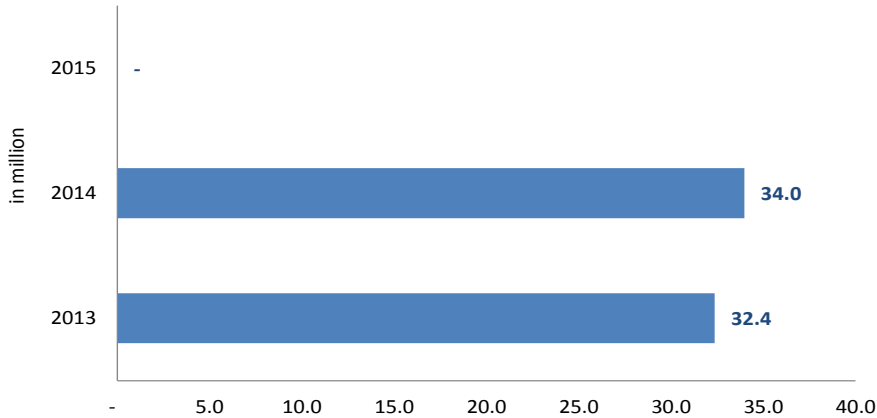
<b>Safety</b>	Implement safety targets of the Abuja Declaration on Aviation Safety in Africa, 2012	Le Togo a entrepris des actions dans le cadre de l'atteinte des objectifs fixés par la Déclaration d'Abuja sur la sécurité de l'aviation.
<b>Safety</b>	Establish mechanisms to ensure sustainable funding of safety oversight functions	
<b>Security and facilitation</b>	Support electronic submission of data on goods passing borders; e-freight; e-air way bills (e-AWB)	Le To a adopté en juillet 2015 un règlement relatif à la facilitation conformément aux disposition de l'annexe 9 de l'OACI. Ce règlement tien compte des exigences relatives à la facilitation du transport des marchandises en l'occurrence sur les titres de transport électroniques.
<b>Security and facilitation</b>	Develop and implement Regulated Agent and Known Consignor's programmes	En juin 2015, les experts en sûreté de l'aviation civile de l'UEMOA ont élaboré lors d'un atelier un programme d'agent habilité à l'attention des Etats membres.
<b>Security and facilitation</b>	Establish mechanisms to ensure the sustainable funding of security oversight functions	Une redevance de sûreté est perçue sur les passagers au départ et en transit sur les aéroports du Tog. Cette redevance est reversé au Fond AVSEC qui sert à financer les activités relatives à la sûreté de l'aviation civile au Togo.
<b>Security and facilitation</b>	Implement electronic visas	
<b>Security and facilitation</b>	Eliminate non-physical barriers between States	Conformément au principe de libre circulation des bien et des personnes dans la zone UEMOA et CEDEAO, le Togo n'exige pas de visa d'entrée sur son territoire aux ressortissants des Etats de ces zones.
<b>Taxation</b>	Avoid imposing discriminatory levies on air transport	
<b>Taxation</b>	Implement ICAO policies on taxation	
<b>Taxation</b>	Assess economic impact of excessive taxation	
<b>Training</b>	Support ICAO efforts to quantify personnel shortages (Doc 9956)	
<b>Training</b>	Support ICAO capacity-building initiatives: Next Generation of Aviation Professionals (NGAP), Human Resources Development Fund (HRDF)	
<b>Training</b>	Use ICAO air cargo-specific training, including dangerous goods	



## ECONOMIC DEVELOPMENT

### Freight Tonne Kilometre (FTK)

Source: ICAO, Air Transport Reporting Form A

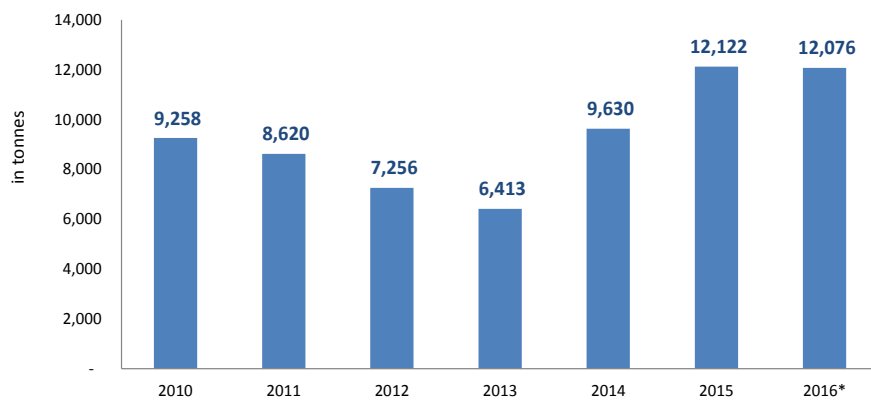


### Freight Tonne Kilometer Ranking (FTK)

- Within Africa Region: NA
- World: NA

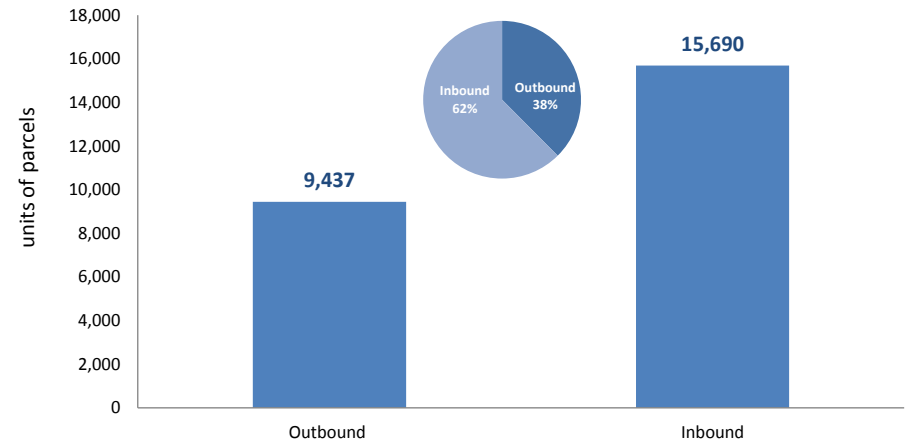
### Evolution of Airport Cargo Traffic

Source: ICAO & ACI joint airport traffic form



### e-Commerce Activity, 2015

Source: Universal Postal Union (UPU)



## TOGO

LATEST AMENDMENT DATED: 16 March 2006

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AIRPORT: Lomé/Gnassingbé Eyadema

### LANDING CHARGES

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

	XOF per tonne
International traffic:	
First 25 tonnes	1 955
From the 26th to the 75th tonne	3 902
From the 76th to the 150th tonne	5 512
Over 150 tonnes	5 186
Domestic traffic:	
First 14 tonnes	450 (Min. XOF 1 308)
From the 15th to the 25th tonne	1 566
From the 26th to the 75th tonne	3 120
From the 76th to the 150th tonne	3 918
Over 150 tonnes	3 691
Private tourist aircraft weighing less than 2 tonnes:	XOF 1 308

### LIGHTING CHARGES

High Intensity

XOF 106 079 for aircraft over 75 tonnes

XOF 83 746 for aircraft up to and including 75 tonnes

### PARKING CHARGES

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

Apron: XOF 26 per tonne per hour or part thereof.  
Other parking areas: XOF 26 per tonne per hour or part thereof.

### PASSENGER SERVICE CHARGES

Payable by the carrier.

Passengers destined to:

another airport in Togo	XOF 1000
any other airport in Africa	XOF 5 000
any other airport	XOF 10 000

**SECURITY CHARGES**

XOF 3 000 per embarking passenger on international flight.  
XOF 1 500 per embarking passenger on domestic flight.

**CARGO CHARGES**

XOF 8 per kg (imported).  
XOF 5 per kg (exported).

**AERONAUTICAL DEVELOPMENT CHARGE**

Per departing passenger 2 years of age and over: XOF 10 000

**FUEL CHARGE**

XOF 2 per litre.

Ratification Status of Treaties	Togo
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)

### TOGO

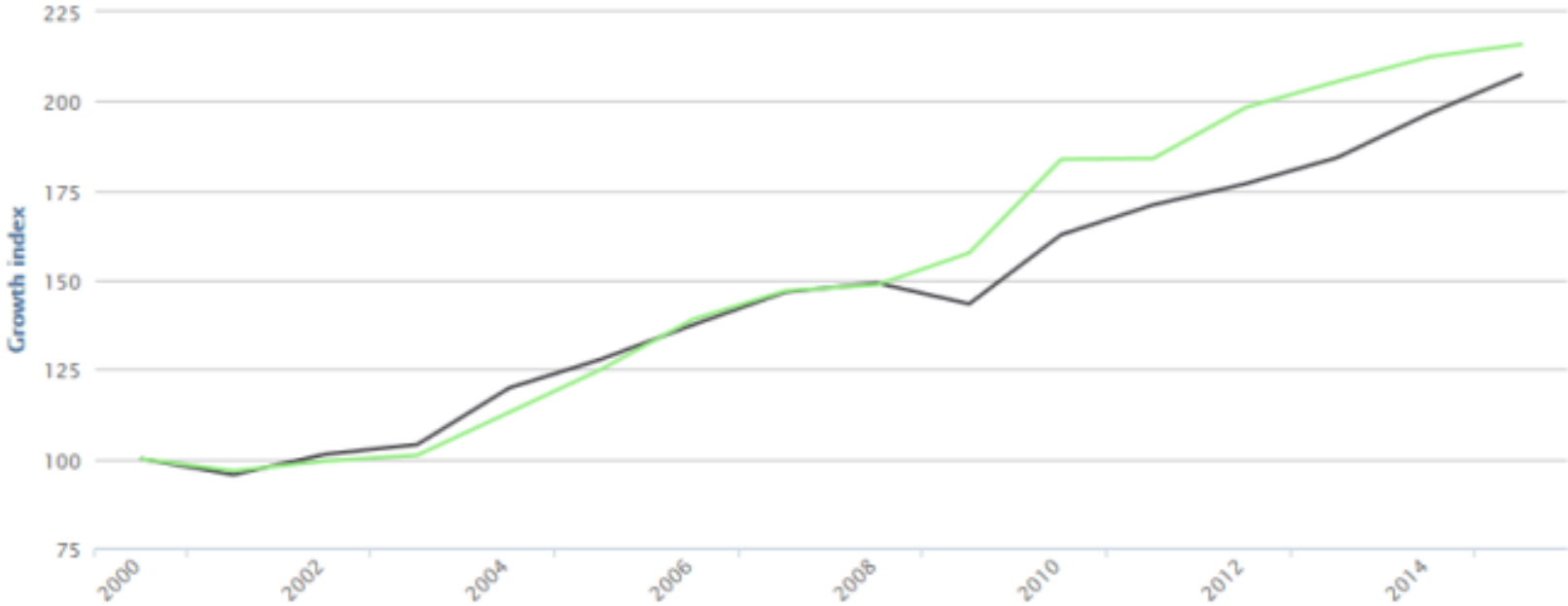
State A	State B	Date	ICAO Number
TOGO	BURKINA FASO	14/04/1984	3496
TOGO	NETHERLANDS	17/03/1981	3035
TOGO	ZAIRE	13/06/1980	3228
TOGO	NIGER	28/02/1980	3227
TOGO	USSR	17/06/1983	3330
TOGO	TUNISIA	11/02/1987	3495
TOGO	NIGERIA	05/04/1966	1864
TOGO	GHANA	07/08/1968	2143
TOGO	BELGIUM	12/05/1981	3226
TOGO	BENIN	31/07/1970	3460
TOGO	SWITZERLAND	03/12/1980	3123
TOGO	MALI	22/12/1987	3497
TOGO	GERMANY	27/05/1971	2663

**Bilateral Agreement and Traffic for  
TOGO**

State		Agreement Type	Flights	Seats
BEL	Belgium	Traditional/Transitional	84	23,752
BEN	Benin	Traditional/Transitional	562	48,798
BRA	Brazil	Non-recorded Agreement	48	12,912
BFA	Burkina Faso	Traditional/Transitional	449	29,417
CMR	Cameroon	Non-recorded Agreement	444	44,060
CIV	Cote D'Ivoire	Non-recorded Agreement	983	78,246
GNQ	Equatorial Guinea	Non-recorded Agreement	158	7,268
ETH	Ethiopia	Non-recorded Agreement	213	36,767
FRA	France	Non-recorded Agreement	216	57,256
GAB	Gabon	Non-recorded Agreement	334	34,618
DEU	Germany	Traditional/Transitional	0	0
GHA	Ghana	Traditional/Transitional	445	39,727
GIN	Guinea	Non-recorded Agreement	153	17,595
GNB	Guinea-Bissau	Non-recorded Agreement	92	10,580
MLI	Mali	Traditional/Transitional	301	22,183
MAR	Morocco	Non-recorded Agreement	151	23,334
NLD	Netherlands	Traditional/Transitional	0	0
NER	Niger	Traditional/Transitional	59	4,001
NGA	Nigeria	Traditional/Transitional	601	45,795
SAU	Saudi Arabia	Non-recorded Agreement	3	804
SEN	Senegal	Non-recorded Agreement	62	7,130
CHE	Switzerland	Traditional/Transitional	0	0
TUN	Tunisia	Traditional/Transitional	0	0

### Scheduled International Annual Growth Rate

Revenue Tonne Kilometres



#### Compound Annual Growth Rate

— World Total (4.99%) — Togo (N/A) — AFRICA (5.27%)