

**STATEMENT ON THE IMPLEMENTATION OF THE
ANTANANARIVO DECLARATION**

Accra, Ghana, 30 March 2017

Participants to the Second ICAO Meeting on the Sustainable Development of Air Transport in Africa, held in Accra, Ghana, from 28 to 31 March 2017, reviewed progress towards the implementation of the Declaration on the Sustainable Development of Air Transport in Africa, adopted in Antananarivo, Madagascar, on 27 March 2015 (the “*Antananarivo Declaration*”; available at : <http://www.icao.int/meetings/SUSDEV-AT/Pages/default.aspx>). The following areas have been identified as requiring action during the next cycle of the *Sustainable Development of Air Transport in Africa Initiative* (2017-2019):

Areas for Improvement for Sustainable Development of Air Transport in Africa	Antananarivo Decisions (2015)	The Way Forward Identified in Accra (2017-2019)
1. Air transport being a catalyst for economic growth, all reasonable steps are to be taken to foster air services to allow air carriers to operate freely between points anywhere in Africa and beyond, in conformity with the Decision relating to the implementation of the Yamoussoukro Declaration concerning the liberalisation of access to air transport markets in Africa (YD).	High priority should be given by States’ policymakers to implement the regulatory framework of the YD encouraging air transport development as part of broader aviation development and economic growth policy, coordinated across national borders in convergence with the ICAO worldwide framework and YD.	States should commit to implement the Single African Air Transport Market (SAATM), aiming at enhancing air connectivity through implementation of the YD to be launched in July 2017.
2. Restrictions on traffic rights, limitations on capacity in air services agreements and air carrier ownership and control rules hinder growth and stifle investment. Under a gradual and balanced liberalization of air services, regional and global air links would be expanded and connectivity would be increased. Competitiveness would improve, foreign direct investment would increase, and economic development would accelerate. Therefore, air services agreements should evolve to allow more flexibility, including in terms of capacity.	Further liberalization of air transport services should be promoted and States should be encouraged to revise their air services agreements to align them with YD.	States are encouraged to include the ICAO long-term vision for international air transport liberalization in implementing the African Civil Aviation Policy (AFCAP). States should take opportunity of the ICAO Air Services Negotiation (ICAN) event for this purpose.
3. The air transport value chain is a combined set of interconnected parties, locations, procedures, and information exchanges that	Cooperation should be promoted between different units of the air transport value chain within States and on the international	ICAO should coordinate with States and other international partners in all areas covered by the <i>Antananarivo Declaration</i> ,

<p>enhances air transport connectivity and increases consumers' benefits. There is room for further improvement in the cooperation between all stakeholders in the air transport value chain.</p>	<p>arena and cooperation fostered with partner organizations: World Tourism Organization (UNWTO), International Air Transport Association (IATA), Airports Council International (ACI), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), the African Union Commission (AUC) and the Airlines Association of Southern Africa (AASA).</p>	<p>through sharing data, best practices and information; and actively raising awareness of decision-makers on the positive impact of air transport on economic development. The Civil Air Navigation Services Organization (CANSO) will assist States in data sharing.</p>
<p>4. The importance of protecting the interests of consumers including in Africa is universally supported. However, the effectiveness of regulatory responses adopted by States to protect air transport users will benefit from increased convergence and compatibility. Considering the large impacts of massive air service disruptions on passengers, as well as on airline and airport operators, it is necessary to develop mechanisms to minimize the negative impacts of such disruptions in air transport services.</p>	<p>States should support the efforts of ICAO in the development of policy guidance on consumer protection and foster the adoption and implementation of ICAO's core principles on consumer protection when finally adopted as ICAO policy guidance taking into account the African Union (AU) user protection regulation. Consumer representative organizations should be associated to these efforts.</p>	<p>States and air transport industry stakeholders should incorporate the ICAO Core Principles on Consumer Protection and the regulations developed by AFCAC (AU) in their regulatory and operational practices. Air transport consumers should be represented by a global organization at appropriate ICAO fora.</p>
<p>5. Fair competition is an important general principle in the operation of international air services, as recognized by the Chicago Convention. There is a need for States to give due consideration to the concerns of other States in the application of national or regional competition laws and policies, as well as a need for cooperation among competition authorities.</p>	<p>Cooperation among national and/or regional competition authorities should be encouraged by States and ICAO's efforts to enhance cooperation, dialogue and the exchange of information to promote more compatible regulatory approaches toward competition in international air transport should be supported, taking into account the AU competition rules and dispute settlement mechanisms.</p>	<p>States should strengthen regulatory capabilities, and develop more simplified, stable and transparent competition rules.</p> <p>AFCAC should intensify sensitization and awareness among its Member States on the competition and dispute settlement rules adopted for the implementation of the YD.</p>
<p>6. Security and facilitation of air transport need to go hand in hand. All parties have a shared responsibility to ensure that passengers can travel safely and securely. At the same time the traffic flow should not be restricted by the lack of effective implementation of the YD. Visa</p>	<p>The current security requirements in the national security programmes should be reflected; the risk management and coordination with the partner organizations working in the value chain should be implemented.</p> <p>The current facilitation</p>	<p>States should support the <i>MoveAfrica</i> Initiative of the New Partnership for Africa's Development (NEPAD) for the free movement of goods and services in Africa, and the development of "soft infrastructure" (such as cross-border transport laws, regulation</p>

<p>facilitation should be supported and addressed by the Policy Organs of AU.</p>	<p>requirements in the framework of the ICAO Traveller Identification Programme (TRIP) Strategy should be reflected. Wide use should be made of such tools as electronic visas. All kinds of non-physical barriers established by African States should be eliminated throughout the Continent.</p>	<p>related to border crossing, and organizational systems and resources).</p> <p>States should implement the ICAO TRIP Strategy and Windhoek declaration and targets related to removal of visa restrictions in Africa by 2018 in compliance with AU Agenda 2063.</p>
<p>7. The infrastructure and intermodal transport services play a vital role in political, economic and social development as well as the integration of Africa. While the access to capital remains an issue, ways exist for making projects attractive not only for government financing, but also through techniques such as public private partnerships (PPP). In this context, lending institutions should be encouraged to further support States in financing the sustainable development of air transport in Africa.</p>	<p>Considering the importance and role of infrastructure to support necessary development of airports and intermodal transportation infrastructure to meet the demand for air services, due consideration should be given to practices for attracting public and private capital in the most cost-effective manner.</p>	<p>States should integrate aviation and multi-modal transport strategies into their national development plans. PIDA should support States in the development of “hard infrastructure” (such as airports, railways, cargo transshipment facilities, national border facilities).</p> <p>States should construct and manage quality aviation infrastructure that is efficient in view of life-cycle cost, reliable, safe, resilient against natural disasters and environmentally friendly, to strengthen connectivity in Africa.</p> <p>States should clearly identify where financing is required through gap-analyses between forecasted demand and capacity needed, and explore what national and international financing options are available to meet the infrastructure requirements.</p> <p>States should take pragmatic measures to build a transparent, stable and predictable investment climate to support aviation development, for example by engaging multiple stakeholders, diversifying funding sources, and associating the private sector.</p>
<p>8. Air cargo plays a vital role in the African economy, as roughly 35 per cent of global trade by</p>	<p>The strategic decisions taken in the framework of the Declaration on the Development of Air Cargo</p>	<p>States should implement by December 2017 the Continental Free Trade Area (CFTA), in</p>

<p>value is transported by air and the success of many economies and operations depends on rapid and reliable delivery of goods. Air cargo services are therefore a major contributor to the Continent's sustainable economic development.</p>	<p>in Africa, adopted during the ICAO meeting hosted by Togo in Lomé, from 5 to 7 August 2014, should be supported and implemented.</p>	<p>particular if trade liberalization is associated with trade facilitation measures, the removal or reduction of non-tariff barriers, the optimization of the regulatory framework, and enhanced infrastructure.</p>
<p>9. In certain cases, air services to remote or peripheral destinations may not be commercially viable, due to low traffic volumes. With tourism recognized as a focal instrument for economic development, including in Least Developed Countries (LDCs), Small Island Developing States (SIDS) and Landlocked Developing Countries (LLDCs), mechanisms linking tourist originating countries to destinations may be beneficial.</p>	<p>Due consideration should be given to the particular importance of air services for economic development in long-haul destinations and landlocked or island countries. States should consider, in a cooperative and coordinated manner, the implementation of support mechanisms such as the Essential Service and Tourism Development Route (ESTDR) scheme or other element.</p>	<p>States and industry stakeholders should promote the "Africa" brand for tourism services with a view to stimulating demand for air passenger services and increasing traffic.</p> <p>States, through air transport and tourism authorities, should cooperate in a holistic manner with private stakeholders for the coordinated development of both sectors. Ghana and Jamaica will participate in ICAN in December 2017 in Colombo, Sri Lanka, to report on the importance of the outcomes of the Special Diaspora Event held on this day in Accra, Ghana.</p>
<p>10. The economic benefits of further opening the aviation market, in accordance with the YD, would include the multiplier effects generated by additional air transport for economic activities and would facilitate the inclusion of isolated African countries or regions in the international market. However, if aviation charges and taxes are too high, the ability of air transport to be an economic catalyst may be compromised.</p>	<p>States should ensure that ICAO principles regarding user charges (contained in the ICAO's Policies on Charges for Airports and Air Navigation Services, Doc 9082) are followed by relevant authorities. States should also ensure that ICAO's Policies on Taxation in the Field of International Air Transport (contained in the ICAO Policies on Taxation in the Field of International Air Transport, Doc 8632) are followed by relevant authorities so as to avoid imposing discriminatory taxes on international aviation which may have negative impacts on industry competitiveness and States' national economies. ICAO's efforts to develop, in collaboration with relevant industry organizations, analysis and guidance to States on the impact of taxes and other levies</p>	<p>ICAO should collaborate with AFCAC and put in place a permanent consultation platform on the impact of taxes and other levies on air transport.</p> <p>States should designate focal points for ICAO's State Air Transport Action Plan System (SATAPS) and regularly submit data to this online monitoring and implementation tool. ICAO should keep raising awareness of States on SATAPS, and should enhance its capabilities for analysis and comparison, its interactivity and its user-friendliness.</p>

	on air transport should be supported. To this end, a permanent consultation platform including all stakeholders of the industry should be established.	
11. Africa's resolve to establish a single air transport market should be encouraged, promoted and supported in order to materialize implementation of the YD and ensure even more benefits of air transport to the continent. The focus should be on ensuring that the single market leads to the strengthening of the continent's air transport industry covering African airlines, airports, air navigation services providers, Civil Aviation Authorities and other related services. To this effect, air operators should as much as possible take advantage of the possibilities offered by cooperation agreements and global alliances.	States are urged to urgently join the single air transport market undertaking in order to maximise its benefits to the entire continent as early as possible. The AUC, AFCAC and the RECs should expedite the process of operationalizing the single market and work with States to remove all constraints to the building of a competitive air transport industry in Africa. The support of ICAO and other technical organisations and stakeholders is essential to ensure the African market complies with the established international aviation regulatory framework.	ICAO should support AFCAC and the Member States in the implementation of the SAATM in July 2017.
12. New developments in the air transport sector such as new systems, procedures, aircraft performance capabilities, renewable fuels, new supporting infrastructure and new ways to do business create the need for highly educated and skilled professionals to cope with these developments in order to sustain the economic growth in Africa.	The urgent need should be recognized to strengthen the continent's expertise, to invest in qualified personnel and promote gender diversity through training to cater to the needs created by the modernization and growing complexity of the air transport sector. Active participation should be taken in ICAO's initiatives for capacity building and full support given to the AFCAC initiative Human Resources Development Fund (HRDF) for Africa supported by ICAO and other stakeholders.	States and financial institutions should contribute to the ICAO/AFCAC Human Resources Development Fund (HRDF), to build required capacity on the continent.
13. It is necessary to encourage the access of air transport operators to financing sources allowing the acquisition of more modern aircraft.	States that have not done so should be urged to accede to, accept or ratify the Convention and Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment signed at Cape Town on 16 November 2001 (CTC) to facilitate the acquisition of modern and fuel efficient aircraft,	States should, in cooperation with regional economic communities (RECs) and other relevant bodies, encourage the setting up of aircraft leasing companies, and thus facilitate the acquisition of more modern aircraft. ICAO should collaborate with AFCAC to keep urging States

	to ensure more economical, reliable and more environmentally friendly air transport.	that have not yet become parties to CTC and ICAO instruments governing international air transport to do so.
14. It is necessary that passengers, their heirs, air freight shippers and recipients benefit from the advantages conferred by the Convention for the Unification of Certain Rules for International Carriage by Air adopted in Montréal on 28 May 1999 (MC99).	Work should also be carried out by relevant bodies to stimulate faster ratifications of MC99.	ICAO should collaborate with AFCAC to keep urging States that have not yet become parties to MC99 and ICAO instruments governing international air transport to do so.

Participants reiterated their commitment to strive towards the implementation of the *Antananarivo Declaration* and to meet at regular intervals, to assess progress and take necessary action.

Presented by Mr. Simon Allotey
Chairman of the Meeting
Accra, Ghana, 30 March 2017