

**ROADMAP FOR THE IMPLEMENTATION OF
THE LOMÉ DECLARATION & ACTION PLAN**

Addis Ababa, 29 June 2017

Participants to the Second ICAO Meeting on Air Cargo Development in Africa held in Addis Ababa, Ethiopia, from 27 to 29 June 2017, reviewed progress in the implementation of the ***Lomé Declaration and Action Plan on the Development of Air Cargo in Africa***, adopted in Lomé, Togo on 7 August 2014, available at: <http://www.icao.int/Meetings/aircargoafrica2017/Pages/Reference-Documents.aspx>). Reference was also made to the Statement on the Implementation of the Antananarivo Declaration, adopted in Accra, Ghana, on 30 March 2017 (the “**Accra Statement**”), available at: <https://www.icao.int/meetings/SUSDEV-AT/Pages/default.aspx>. The areas listed in the right column of the table below have been identified as requiring action during the next cycle of the *Air Cargo Development in Africa* Initiative (2017-2019):

Lomé Action Plan (2014)	The Way Forward Identified in Addis Ababa (2017-2019)
<p>Security and Facilitation</p> <p>Use tools such as the electronic submission of data on goods passing borders, E-freight and electronic air waybill (AWB).</p> <p>Develop and implement Regulated Agent and Known Consignor’s programmes at a national level, in relation with specific requirements established by States.</p> <p>Establish mechanisms to ensure the sustainable funding of security oversight functions at both State and regional levels.</p>	<p>Security and 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 peoples, goods and services in Africa, and the development of “soft infrastructure” (such as cross-border transport laws, regulation related to border crossing, and organizational systems and resources).</p> <p>In line with MC99 Convention provisions, States should facilitate and support the introduction of electronic data submission on goods passing borders (e-freight/e-AWB). National Customs authorities should modernize their information technology (IT) systems to accommodate e-freight/e-AWB initiatives.</p> <p>States should aim to enhance the effectiveness of their aviation security measures by implementing the upcoming ICAO’s Global Aviation Security Plan (GASep) in addition to the Windhoek Security and Facilitation targets for Africa.</p> <p>States should consider the introduction of programmes for Authorized Economic Operators and consistently encourage the establishment of agreements or arrangements for the mutual recognition of their respective Authorized Economic Operator or equivalent programmes with other countries.</p> <p>ICAO and the World Customs Organization (WCO) should cooperate to align Regulated Agents’ and Authorised Economic Operators’ programmes, so as to avoid duplication and provide more support to stakeholders.</p> <p>States should consider the introduction of arrangements to enable all parties involved in air cargo operations to submit all the information required by public authorities, in connection with arrival, stay and departure of an aircraft and air cargo, to</p>

	<p>a single entry point (Single Window).</p> <p>States and industry stakeholders should organize or participate in joint events to coordinate and harmonize policies and strategies to facilitate air cargo development.</p> <p>States should implement the Windhoek Declaration and Targets on Aviation Security and Facilitation for Africa (https://www.icao.int/ESAF/AFISECFAL/Pages/AFI-SEC-FAL2016-Namibia.aspx) adopted on 7 April 2016, as well as push forward the agenda of enhancing intermodal transportation connectivity, security and facilitation of cargo operated in a sustainable and effective oversight system.</p>
<p>Promotion of/assistance to ratification of Montreal Convention of 1999 (MC99)</p>	<p>Promotion of/assistance to ratification of MC99 States, supported as appropriate by relevant stakeholders, should implement among others the actions identified in the <i>Accra Statement</i> with respect to ratification of MC99 (para. 14).</p>
<p>Infrastructure funding and financing Increase awareness of ICAO policies and guidance material on funding of infrastructure.</p> <p>Explore and implement effective financing mechanisms for infrastructure, such as Public Private Partnerships (PPP).</p> <p>Provide adequate infrastructure to accommodate the growth of air cargo on the continent.</p> <p>Identify new mechanisms to ensure the sustainable funding of economic oversight functions at both State and regional levels.</p> <p>Promote growth of air cargo services, hence international trade and economic growth in Africa.</p>	<p>Infrastructure funding and financing Considering the importance of adequate infrastructure for air cargo connectivity and associated socio-economic benefits, States should, with the support and guidance of ICAO and relevant stakeholders, facilitate cooperation between the public and private sectors to identify, secure and implement optimal funding solutions.</p> <p>ICAO should organize symposia, seminars or workshops in Africa, to raise awareness of ICAO policies and guidance material on funding of infrastructure, facilitate access to external funding, promote the relevance and benefits of air cargo to economic development, and establish required oversight systems.</p> <p>States, supported by relevant stakeholders, should implement the actions identified in the <i>Accra Statement</i> with respect to infrastructure funding and financing (para. 7).</p>
<p>Promotion of/assistance to ratification of Cape Town Convention, 2001 (CTC)</p>	<p>Promotion of/assistance to ratification of CTC States, supported by relevant stakeholders, should implement the actions identified in the <i>Accra Statement</i> with respect to acquisition and fleet replacement of more modern aircraft and ratification of CTC (para. 13).</p> <p>ICAO should establish an informal standing group to study and showcase solutions to support the acquisition or leasing of aircraft by African air cargo operators.</p>
<p>Market access liberalization Implement the Yamoussoukro Decision of 1999 (YD), particularly its provisions on air cargo</p>	<p>Market access liberalization States, supported by relevant stakeholders, should implement the actions identified in the <i>Accra Statement</i> with respect to</p>

<p>services to: (i) liberalize market access; (ii) facilitate further liberalization of air cargo services.</p> <p>The Economic Community of West African States (ECOWAS) and the West African Economic and Monetary Union (WAEMU) having already a regulatory framework dedicated to the subject, carry-out an annual follow-up of the status of implementation of this action which could be reported to the appropriate entity of coordination of this Action Plan.</p> <p>Urge States to grant market access rights, including 7th freedom rights, for air cargo services.</p>	<p>implementation by 2017 of the Single African Air Transport Market (SAATM) (para. 1), and by December 2017 of the Continental Free Trade Area (CFTA) (para. 8) in line with the African Union (AU) Agenda 2063, and having in mind the CFTA framework for trade liberalization of goods and services in Africa. States should take opportunity of the ICAO Air Services Negotiation (ICAN) event to negotiate and streamline partnerships and enhance market access. In addition to ECOWAS and WAEMU, an interface should be created with other regional economic communities (RECs) and regional blocks such as the COMESA-EAC-SADC Tripartite Free Trade Area and a framework for consumer protection should be developed, in line with ICAO's core principles on consumer protection.</p> <p>States and industry stakeholders should take measures to support cooperation between air transport operators, including through alliances, joint ventures, and codeshare arrangements.</p>
<p>Air carrier ownership and control</p> <p>Contribute to the development of international agreement to liberalize air carrier ownership and control.</p>	<p>Air carrier ownership and control</p> <p>States should include the ICAO long-term vision for international air transport liberalization in implementing the African Civil Aviation Policy (AFCAP) and in particular the provisions related to air carrier ownership and control.</p>
<p>Training</p> <p>Use ICAO e-learning courses: air transport regulation, forecasting and statistics.</p> <p>Use air cargo-specific training, including dangerous goods.</p> <p>Participate at the ICAO Next Generation of Aviation Professionals (NGAP) Symposium from 3-5 December 2014 in Montréal.</p> <p>Support the establishment of and participate effectively in the AFCAC initiative for Human Resources Development endorsed by the 3rd Session of the Conference of African Ministers of Transport (Malabo, April 2014) and the 24th Session of the AFCAC Plenary (Dakar, July 2014).</p>	<p>Training</p> <p>States, supported by relevant stakeholders, should implement the actions identified in the <i>Accra Statement</i> with respect to training of professionals (para. 12).</p> <p>ICAO should organize symposia, seminars or workshops in Africa, to sensitize States, as well as relevant international and regional organizations, on the economic benefits of enhanced connectivity for air cargo.</p> <p>States should endeavour to implement the outcomes of the 2014 NGAP symposium and contribute to the execution of the Human Resources Development Fund (HRDF).</p> <p>ICAO and WCO should cooperate on joint training activities for security and facilitation of air cargo, so that both customs and aviation authorities know about each other's work and instruments/regulations, in their efforts to address deficiencies and provide timely facilitation.</p>
<p>Safety</p> <p>Pursue implementation of the aviation safety targets for Africa adopted by the Conference of Ministers of Transport (Abuja, July 2012) and endorsed by the Assembly of Heads of State (Jan 2013).</p>	<p>Safety</p> <p>In addition to agreed Regional safety targets and in view of the technical requirements for eligibility for market access under the YD, States should also take into account the ICAO Global Aviation Safety Plan (GASP) in seeking to improve their compliance with ICAO Standards and Recommended Practices</p>

<p>Establish mechanism to ensure the sustainable funding of safety oversight functions at both State and regional levels.</p>	<p>(SARPs) and establish effective safety oversight systems.</p>
<p>Charges and taxes Develop analysis and guidance on the impact of taxes and other levies imposed on air transport.</p>	<p>Charges and taxes States, supported by relevant stakeholders, should implement the actions identified in the <i>Accra Statement</i> with respect to charges and taxes (para. 10). To that effect, the African Airlines Association (AFRAA) should develop a compendium of taxes and charges applying to air cargo operations in Africa, with the cooperation of other relevant stakeholders such as the International Air Transport Association (IATA) and the International Air Cargo Association (TIACA), and with the support of ICAO.</p>
	<p>Emerging areas for action States and air cargo stakeholders should cooperate with a view to supporting the deployment of e-commerce, telecommunications developments (ICT) and electronic tools which enhance trade and facilitate efficient air cargo development in Africa. States and industry stakeholders should actively participate in the “eTrade for All” Initiative of the United Nations Conference on Trade and Development (UNCTAD), including through capacity-building, data sharing and provision of expertise in the air cargo value chain.</p> <p>ICAO and TIACA should cooperate on joint activities in support of air cargo connectivity, including through the development of the Cargo Service Quality Index (CSQI), measuring fret performance at the airport level.</p> <p>States are in the process of developing and implementing regulatory frameworks that support the safe, secure, environmentally-friendly and economically sustainable development of Remotely Piloted Aircraft Systems (RPAS) whose operation have the potential to considerably and cost-effectively enhance air cargo connectivity, in particular for remote destinations on the African continent.</p> <p>Air navigation service providers, industry partners, international and humanitarian organizations and other stakeholders should support the development of RPAS operations and States’ rulemaking efforts by sharing knowledge and experiences.</p> <p>ICAO should augment its role to facilitate and coordinate activities of States and stakeholders in sharing experiences to address RPAS operations challenges, while harnessing the benefits and assessing the required evolution of existing rules with a view to accommodating the introduction of RPAS civil aviation operations and supporting the necessary oversight.</p>

	States and air cargo stakeholders should cooperate with a view to controlling and ending wildlife trafficking.
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In agreeing to the above ways forward, Participants reiterated their commitment to strive towards the implementation of the ***Lomé Declaration and Action Plan on the Development of Air Cargo in Africa***, as well as the ***Accra Statement***, and to meet at regular intervals, to assess progress and take necessary action.

In order to better monitor and support the continuous implementation of the ***Lomé Declaration and Action Plan on the Development of Air Cargo in Africa***, as well as the ***Accra Statement***, States undertake to 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.

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