



**ICAO**

## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### SIXTH MEETING OF DIRECTORS-GENERAL OF CIVIL AVIATION (DGCA/6) (Brazzaville, Congo, 2 – 4 November 2016)

#### **Agenda Item 6: IMPLEMENTATION OF THE DECLARATIONS ON AIR CARGO DEVELOPMENT IN AFRICA AND ON SUSTAINABLE DEVELOPMENT OF AIR TRANSPORT IN AFRICA**

*(Presented by ICAO Secretariat)*

#### **SUMMARY**

In supporting the regional efforts on liberalization of air transport in Africa, ICAO continued to support and collaborate with the African Union Commission (AUC), African Civil Aviation Commission (AFCAC), African Airlines Association (AFRAA), Regional Economic Communities (RECs), Economic Commission for Africa (ECA) and other key Stakeholders and Partners. The implementation of the Yamoussoukro Decision (YD) and the AU Decision [Assembly/AU/Dec.565(XXIV)] on the establishment of the Single African Air Transport Market (SAATM) towards the full implementation of the Yamoussoukro Decision provided a framework for such support which is translated in the implementation of the Declaration on Development of Air Cargo in Africa and the Declaration on Sustainable development of Air Transport in Africa adopted respectively by the meeting on air cargo development in Africa held in Lomé, Togo, from 5 to 7 August 2015 and the meeting on sustainable development of air transport in Africa held in Antananarivo, Madagascar, from 25 to 27 March 2015.

**Related ICAO Strategic Objective(s):** Economic Development of Air Transport

#### **1. INTRODUCTION**

In identifying regulatory and operational solutions for the development of air cargo, its industry and services in Africa, ICAO has decided to convene the Meeting on Air Cargo Development in Africa held in Lomé, Togo, from 5 to 7 August 2014. In conclusion, the meeting decided to state the common understanding of the vital importance of the contribution of air cargo to economic growth in Africa. The meeting resolved to affirm the intent for the implementation of strategic decisions taken in support of the sustainable development of air cargo transportation, through the adoption of the Declaration on Development of Air Cargo in Africa (Lomé Declaration).

Similarly, the Declaration on the Sustainable Development of Air Transport in Africa (Antananarivo Declaration) was adopted on 27 August 2015, supporting and calling for implementation of the Yamoussoukro Decision (YD) and the Lomé Declaration.

The implementation of the two Declarations above are supportive to the implementation of the YD and the AU Decision [*Assembly/AU/Dec.565(XXIV)*] on the establishment of the Single African Air Transport Market (SAATM) towards the full implementation of the Yamoussoukro Decision together with the Africa Civil Aviation Policy (AFCAP).

## **2. STATE OF IMPLEMENTATION OF THE DECLARATION ON AIR CARGO DEVELOPMENT IN AFRICA AND THE DECLARATION ON SUSTAINABLE DEVELOPMENT OF AIR TRANSPORT IN AFRICA**

The Lomé and Antananarivo Declarations are implemented concurrently at three levels, i.e. at continental, regional and national levels. In addition, the para 3.1.8 of DGCA/6 – WP ... on Economic Development of Air Transport indicates established approach for support for regional efforts on liberalization of air transport in Africa.

For purposes of the implementation of the two Declarations, the following aspects were considered as key: market access liberalization, competition, consumer protection, safety, security and facilitation, air carrier ownership and control, security and facilitation, economics and funding, infrastructure development and intermodal transport services, charges, taxes and other levies, human resources development, cooperation among key stakeholders and partners, and ratification of related international air transport legal instruments.

The Lomé and Antananarivo Declarations are available at: <http://www.icao.int/sustainability/Pages/Declarations-and-Statements.aspx>. The ICAO Secretariat has designed an online system called State Air Transport Action Plan System (SATAPS), through which States are encouraged to upload information on their status of implementation of these declarations. The collection of information through SATAPS and its subsequent analysis is designed to support States by (i) monitoring progress towards implementation, (ii) identifying priority areas for action; and (iii) exchanging information and best practices pertinent to the implementation of said Declarations. Registration to the SATAPS can be completed at the following link: <https://portal.icao.int/>.

**At the continental level**, ICAO supported the development by AU of the road map for the implementation of the Single African Air Transport Market. ICAO will continue to support its implementation. ICAO joined efforts with AFCAC is encouraging African States to join the Single African Air Transport Market. Currently, only 14 African States prescribed to the single market. These efforts need to be maximized in order to fast track the subscription to *Assembly/AU/Dec.565(XXIV* of States are more likely to join shortly.

ICAO, AUC and AFCAC contributed to the ECA study on “Fostering Africa’s Tourism Growth: the Aviation – Tourism policy convergence” by optimising the mutual benefits resulting from liberalised air transport sector in Africa. Africa pursues a tourism and aviation policy trade-off approach with a view of ensuring a mutually beneficial outcome for the two sectors within the region. This policy trade-off should focus on improving efficiency along those tourism value chains linked with air transport through the implementation of the Single African Air Transport Market.

This would improve both the tourism sector’s competitiveness and create favourable conditions for more accessible airfares, improved connectivity and traffic growth. In addition, such policy trade-off should be informed by quantifying the costs and benefits of aviation liberalisation not only to the airlines and to home country passengers, but also the potential economic benefits

from increased inbound tourism. This will enable aviation policy choices in Africa to be made on a much better informed basis.

AU has adopted an initiative on “Branding African Tourism” which is complementary to the establishment the Single African Air Transport Market together with the African Free Trade Area under the AU Agenda 2030.

**At regional level**, there are various mechanisms in each Regional economic community which may contribute to the creation of “highways in the sky” in relation with the Lomé and Antananarivo Declarations.

The Tripartite Free Trade Area (TFTA) comprising the three RECs in Africa namely the Common Market for Eastern and Southern Africa (COMESA), the East African Community (EAC), and the Southern African Development Community (SADC) with a total number of 26 States was launched in Sharm El Sheik, Egypt, on 10 June 2015. The deal will come into force once ratification is attained by two-thirds of the 26 member states. The three RECs have in place a set of air transport regulations to support the liberalization of air transport. A Regional Competition Authority was created waiting for its operationalization.

In principle the instrument for free movement of goods and persons of CEMAC should have entered into force since 1 January 2014. This instrument is supported by the joint ECCAS/UEMOA air transport economic regulations aligned with the ECOWAS air transport economic regulations. UEMOA provides an intra-communal trade framework. No information has been collected as regard to UMA and CEN-SAD.

**At the national level**, as of today, despite the efforts of the Chairpersons of the two meetings and of the ICAO Secretariat, 9 States have registered to the SATAPS secure portal, and 6 States only have provided information on the implementation of the Lomé and Antananarivo Declarations. The preliminary feedback from the SATAPS shows the following trends in the area of economic regulation:

- *Liberalization of market access, air cargo and air carrier ownership and control*: support for the implementation of the YD and initiatives taken to align bilateral air services agreements with YD. However, concerns regarding liberalization of air carrier ownership and control.
- *Consumer protection*: support for ICAO core principles on consumer protection, need for the development of consistent regulations; need for additional ICAO guidance; and support for Montréal Convention 1999.
- *Competition*: support for cooperation between authorities and between operators.
- *Infrastructure development*: current ongoing projects for development of “hard” infrastructure (hub airports, air navigation equipment) and related regulatory initiatives (e.g. formulation of legislation on public-private partnerships).
- *Connectivity enhancement* (for LDCs, SIDS and LLDCs): support for frameworks such as the Essential Service and Tourism Route Development (ESTDR) scheme; and for the expansion of airline networks to support air connectivity of remote or isolated countries.
- *Taxation and user charges*: support for ICAO policies (Docs 8632 and 9082); but creation of levies on passengers having the nature of taxes.
- *Fleet renewal*: support for adherence to Cape Town Convention 2001.

- *Cooperation across air transport value chain:* support for comprehensive national strategies to encourage tourism and aviation development; and advocacy and promotion initiatives to bring all stakeholders on board for implementation of YD.

While these numbers and the preliminary analysis provide useful indications and tend to confirm the value and relevance of the SATAPS tool, the awareness of States must be further raised to ensure that its coverage is as comprehensive as possible. States should therefore endeavour to upload relevant information using the SATAPS tool.

### **3. FOLLOW-UP MEETINGS**

The Second Meeting on Air Cargo Development in Africa which was initially planned to take place in Addis Ababa, Ethiopia, this year has been postponed to 2017.

### **4. FOLLOW-UP MEETINGS**

The Conference is invited to:

- a) support the ICAO's work for Economic Development of Air Transport;
- b) encourage States to register to SATAPS and report the required information on the status of implementation of the Lomé and Antananarivo Declarations;
- c) encourage States concerned to subscribe to and implement the AU Decision of the Single African Air Transport Market towards the full implementation of the Yamoussoukro Decision; and
- d) urge States to participate in the Second Meeting on Air Cargo Development in Africa, as well as other activities related to the implementation of the Lomé and Antananarivo Declarations.