



大会 — 第 40 届会议
经济委员会

议程项目 35：航空运输的经济发展

第一届国际民航组织/世界旅游组织非洲航空运输和旅游部长级会议的报告

(由属于非洲民用航空委员会 (AFCAC) 成员的 54 个缔约国²提交)

执行摘要

本文介绍 2019 年 3 月 27 日至 29 日在佛得角萨尔岛圣玛丽亚举行的第一届国际民用航空组织 (ICAO) /世界旅游组织 (UNWTO) 非洲航空运输和旅游部长级会议的成果。会议由佛得角主办并与非洲联盟委员会 (AUC) 和非洲民用航空委员会 (AFCAC) 合作举办。300 多名高级别与会者参加了为期一天的专家讨论和为期两天的部长级互动对话，最后制定了一份行动计划，以促进在《非洲联盟 2063 年议程》的背景下发展非洲的空中互联互通、无缝旅行和旅游业，它们都载于会议通过的《非洲航空运输和旅游发展部长级宣言和行动计划框架》。

行动：请大会核准第 3.2 段所载的拟议行动。

战略目标：	本工作文件涉及战略目标 — 航空运输的经济发展。
财务影响：	将根据 2020 年至 2022 年经常方案预算和/或预算外捐助的可用资源开展本文件提及的活动。
参考文件：	国际民航组织 (ICAO) 与非洲联盟委员会 (AUC) 之间的谅解备忘录 (2008 年 4 月) 国际民航组织 (ICAO) 与非洲民用航空委员会 (AFCAC) 之间的合作备忘录 (2014 年 12 月) 《关于旅游和航空运输促进发展的麦德林声明》 (2015 年 9 月) 《非洲航空运输和旅游发展部长级宣言》 《非洲航空运输和旅游发展行动计划框架 (2019—2021 年)》 联合国 (UN) 《2030 年可持续发展议程》

¹ 英文和法文文本由属于非洲民用航空委员会 (AFCAC) 成员的 54 个缔约国提交。

² 阿尔及利亚、安哥拉、贝宁、博茨瓦纳、布基纳法索、布隆迪、喀麦隆、佛得角、中非共和国、乍得、科摩罗、科特迪瓦、刚果民主共和国、刚果共和国、吉布提、埃及、赤道几内亚、厄立特里亚、斯威士兰、埃塞俄比亚、加蓬、冈比亚、加纳、几内亚、几内亚比绍、肯尼亚、莱索托、利比里亚、利比亚、马达加斯加、马拉维、马里、毛里塔尼亚、毛里求斯、摩洛哥、莫桑比克、纳米比亚、尼日尔、尼日利亚、卢旺达、圣多美和普林西比、塞内加尔、塞舌尔、塞拉利昂、索马里、南非、南苏丹、苏丹、坦桑尼亚、多哥、突尼斯、乌干达、赞比亚、津巴布韦。

1. 引言

1.1 国际民用航空组织（ICAO）和世界旅游组织（UNWTO）于 2019 年 3 月 27 日至 29 日在佛得角萨尔岛圣玛丽亚召开了关于非洲航空运输和旅游的部长级会议。这项活动由佛得角主办，非洲联盟委员会（AUC）和非洲民用航空委员会（AFCAC）提供了协助，超过 300 名来自政府、国际组织和业界的高级别与会人员出席了会议，其中包括负责非洲民用航空和旅游业的各国部长。

1.2 会议的目标是将政治意愿提高到最高水平、将航空和旅游/旅行部门的优先事项纳入国家、地区和全球发展议程的主流并确定在促进发展航空互联互通和无缝旅行方面的机遇和挑战。预计它将特别协调航空运输和旅游政策，包括监管框架、税收和旅行费用、改善这两个部门的投资环境并寻求便利旅行和发放签证的方法，以促进非洲航空运输和旅游的发展和增长。

2. 会议成果

2.1 专家会议根据一系列互动小组讨论和不同会议的发言作出安排。根据专家会议的讨论，部长级会议制定并通过了《非洲航空运输和旅游发展部长级宣言和行动计划框架》（见附录 A 和附录 B）。

2.2 会议认识到航空运输和旅游之间的高度相互依存关系，重申需要加强这两个部门之间的对话，并采取更加协作和持续的办法，使航空运输和旅游成为经济发展的有效力量，与非洲大陆的巨大增长潜力相称。在会议上，许多发言者呼吁确保可靠和有吸引力的航空服务、统一的航空和旅游政策以及宽松的签证和旅行简化手续政策，将其作为非洲国家打破不利的经济和物流恶性循环和加强结构转型的重要措施。

2.3 会议除其他外强调：

- a) 应尽可能巩固航空、旅游、移民、贸易和基础设施的规划和发展努力，同时协调各种监管框架，以平衡这些经济部门的效益；
- b) 应促进交通部门、旅游部门和负责金融、经济规划、能源、环境和贸易等相关部门之间的合作和兼容决策；
- c) 单一非洲航空运输市场（SAATM）应在国家一级制度化，为此应制定必要的国内法律和监管框架，以充分实施该市场；
- d) 应采取务实措施，营造透明、稳定和可预测的投资环境，支持与航空和旅游相关的优质基础设施发展，特别是通过私人投资、企业改革、私人融资举措、公私伙伴关系和其他各种倡议机制，增加私营部门的参与；和
- e) 应通过国际民航组织旅行者身份识别方案（TRIP）战略和在改善签证审批程序中最大限度地利用信息和通信技术，采用签证开放解决方案，作为非洲人民自由流动政策改革的一部分。

2.4 随着共同理解的加强和对商业需要的回应，会议还强调，非洲地区需要通过在旅游和旅行、航空及其他服务和商品部门之间建立良好的整合，推行基于“智能产品组合”的目的地管理战略。

2.5 各国部长在非洲联盟（AU）洛美行动计划（2017—2019年）框架内³，为支持实现联合国可持续发展目标和非洲联盟 2063 年议程，正式通过了《非洲航空运输和旅游发展宣言和行动计划框架》。

2.6 《部长级宣言（萨尔宣言）》呼吁民航组织、世旅组织、非盟委员会、非洲民用航空委员、非洲地区经济委员会、非洲开发银行（AfDB）、非洲联盟开发署、国际援助伙伴、捐助界和金融机构根据各自任务规定，为落实萨尔宣言提供技术专长、资源和支持。

2.7 《行动计划框架》是 2019 年至 2021 年实施《萨尔宣言》的工具，它包括善治和统一政策、空中互联互通和目的地管理、基础设施发展和能力建设融资、简化旅行手续以及加强航空和旅游部门这五个主要组成部分下的 15 项活动和行动。预期民航组织是与非洲国家、非洲联盟委员会和非洲民用航空委员会合作开展《行动计划》大部分活动和行动的机构之一。

3. 建议

3.1 《宣言和行动计划框架》的实施将通过有利的监管环境、协调统一的政策、善治和与预测的旅游和空中交通增长水平相称的优质基础设施，确保这两个部门的可持续发展。在开展《行动计划框架》规定的各项活动和行动时，需要民航组织、世旅组织和其他相关机构的支持。

3.2 请大会：

- a) 请理事会与其他相关机构合作，为执行《非洲航空运输和旅游发展行动计划框架》（附录 B）中规定的《萨尔宣言》提供技术专门知识、资源和支持；和
- b) 敦促理事会本着“不让任何国家掉队（NCLB）”举措的精神，继续协调、优先考虑、促进和实施发展航空运输的援助方案和项目，特别是在非洲的最不发达国家、内陆发展中国家和小岛屿发展中国家，同时认识到这些国家的特殊需要和结构特点以及与旅游/旅行部门的互动。

³ 2017年3月17日在多哥洛美举行的非盟运输、洲际和区域间基础设施、能源和旅游专门技术委员会（STC）第一届常会通过的《宣言和2017—2019年行动计划》，它得到非盟执行理事会第三十一届常会通过的EX.CL/Dec. 970(XXXI)号决定认可。

APPENDIX A

Ministerial Declaration on Air Transport and Tourism Development in Africa

We, the Ministers of Member States of the International Civil Aviation Organization (ICAO) and the World Tourism Organization (UNWTO), Representatives of the African Union Commission (AUC), the Representatives of international and regional organizations, as well as the private sector entities, attending the first ICAO/UNWTO Ministerial Conference on Tourism and Air Transport in Africa, held from 27 to 29 March 2019 in Santa Maria, Sal Island, Cabo Verde, gathered to a) advance innovative, sustainable solutions to foster the development of air connectivity and seamless travel in the African continent; b) enhance common understanding and responses to the business imperatives through strengthening dialogue between the two sectors; c) raise political willingness to the highest level to mainstream the priorities of the two sectors in the national, regional and global development agendas; and d) seek to address critical issues related to bridging air transport and tourism policies, including the current regulatory framework, taxation, cost of travel and the way forward in facilitating travel, in order to contribute to the development of tourism in the African continent in line with:

- a) the *African Union (AU) Agenda 2063*, and especially its goal to drive inclusive growth, sustainable development, and the accelerated integration of African economies;
- b) the United Nations (UN)'s *2030 Agenda for Sustainable Development*, and especially its Sustainable Development Goals (SDGs) 8 – Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all and 9 – Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation; and
- c) the *AU–UN Framework for the Implementation of Agenda 2063 and the 2030 Agenda for Sustainable Development*, adopted on 27 January 2018 at the 30th AU Summit in Addis Ababa, Ethiopia, having a harmonized and integrated approach to the implementation of the two Agendas in order to minimize duplication, optimize resource use and mobilize the support of domestic and external stakeholders and development partners;

Recalling:

- a) the *ICAO/UNWTO Joint Statement Aviation and Tourism: Hand in Hand for Sustainability* adopted in Montréal, Canada on 18 March 2013; and
- b) the *Medellín Statement on Tourism and Air Transport for Development* adopted at the Joint UNWTO/ICAO High-Level Forum on Tourism and Air Transport for Development, held concurrently with the Twenty-first session of the UNWTO General Assembly in Medellín, Colombia on 14 September 2015;

Recognizing the AU framework related to air transport and tourism, including:

- a) the *Decision relating to the Implementation of the Yamoussoukro Declaration concerning the Liberalization of Access to Air Transport Markets in Africa* endorsed at the Thirty-Sixth Ordinary Session of the Assembly of Heads of State and Government, in Lomé, Togo on 12 July 2000;
- b) the *African Civil Aviation Policy (AFCAP)* adopted at the Second Session of the AU Conference of Ministers Responsible for Transport, in Luanda, Angola on 24 November 2011 and endorsed at the Eighteenth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 30 January 2012;
- c) the *Declaration on the Programme for Infrastructure Development in Africa* (Assembly/AU/Decl.2(XVIII)) adopted at the Eighteenth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 30 January 2012, which i) approved the Programme for Infrastructure Development in Africa (PIDA) as the single policy and strategic framework for the development of infrastructure in Africa and ii) invited the AU Commission to define the modalities of Member States to contribute to the special fund of the New Partnership For Africa's Development (NEPAD) Infrastructure Project preparation facility;
- d) the *Declaration on Boosting Intra-African Trade and the Establishment of a Continental Free Trade Area (CFTA)* (Assembly/AU/Decl.1(XVIII)) adopted at the Eighteenth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 30 January 2012, and the *Agreement Establishing the African CFTA* adopted at the Tenth Extraordinary Session of the Assembly of Heads of State and Government of the AU, in Kigali, Rwanda on 21 March 2018;
- e) the *Declaration on the Establishment of a Single African Air Transport Market (SAATM)* (Assembly/AU/Decl.1(XXIV)) adopted at the Twenty-Fourth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 31 January 2015, with the official launch of SAATM on 29 January 2018 by the *Decision* (Assembly/AU/Dec.665(XXX)) at the Thirtieth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 29 January 2018;
- f) the *Declaration and the Plan of Action 2017 – 2019 on Air Transport, PIDA and Tourism* adopted at the First Ordinary Session of the AU Specialized Technical Committee on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism (STC-TTIET), in Lomé, Togo on 17 March 2017 and endorsed in Addis Ababa on 1 July 2017 at the Thirty-First Ordinary Session of the AU Executive Council through Decision EX.CL/Dec.970(XXXI); and
- g) the *Protocol to the Treaty Establishing the African Economic Community Relating to Free Movement of Persons, Right of Residence and Right of Establishment* adopted at the Thirtieth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 29 January 2018, which calls for the adoption, production and issuance of the African Passport;

Bearing in mind:

- a) the *UN General Assembly Resolution 72/212 of 29 January 2018* on strengthening the links between all modes of transport to achieve the SDGs, which calls for “efforts to promote regional and interregional economic integration and cooperation, including by improving the planning of transportation infrastructure and mobility, enhancing connectivity and facilitating trade and investment”; and
- b) the *UN General Assembly Resolution 73/245 of 17 January 2019* on the Promotion of Sustainable Tourism, including Ecotourism, for Poverty Eradication and Environment Protection, which recognizes that “sustainable tourism, including ecotourism, represents an important driver of sustainable economic growth and decent job creation, that it can have a positive impact on income generation and education, and thus on the fight against poverty and hunger, and that it can contribute directly to achieving the internationally agreed development goals”;

Further recalling:

- a) the *Declaration of the G20 Ministers of Tourism (T20)* adopted at the fourth T20 Meeting, in Merida, Mexico on 16 May 2012, calling for priority to be given to facilitating travel as a means to boost economic growth and create jobs;
- b) the *Luanda Declaration on Tourism and Air Transport Connectivity* adopted at the Regional Seminar on Tourism and Air Connectivity in Africa, in Luanda, Angola on 29 April 2014 in the framework of the 56th UNWTO Regional Commission Meeting for Africa;
- c) the *Marrakesh Declaration on Tourism and Climate Issues in Africa* adopted at the African tourism Ministers meeting on 10 November 2016, at the occasion of the 22nd UN Climate Change Conference (COP 22) in Marrakesh, Morocco;
- d) the *Declaration on the Development of Air Cargo in Africa* adopted at the First ICAO Meeting on Air Cargo Development in Africa, in Lomé, Togo on 7 August 2014, as well as the *Roadmap for the Implementation of the Lomé Declaration and Action Plan* adopted at the Second ICAO Meeting on Air Cargo Development in Africa, in Addis Ababa, Ethiopia on 29 June 2017;
- e) the *Declaration on the Sustainable Development of Air Transport in Africa* adopted at the ICAO Meeting on Sustainable Development of Air Transport in Africa, in Antananarivo, Madagascar on 27 March 2015, as well as the *Statement on the Implementation of the Antananarivo Declaration* adopted at the Second ICAO Meeting on the Sustainable Development of Air Transport in Africa, in Accra, Ghana on 30 March 2017;
- f) the *Windhoek Declaration on Aviation Security and Facilitation in Africa* and targets adopted at the Ministerial Conference on Aviation Security and Facilitation in Africa, in Windhoek, Namibia on 7 April 2016 and endorsed at the Thirty-First Ordinary Session of the AU Executive Council through Decision EX.CL/Dec. 970 (XXXI);

- g) the *Outcome Document of the Special Event on Promoting Air Links between African States and the Diaspora*, Accra, Ghana on 30 March 2017 and the follow-up discussion at the Special Event on the occasion of the ICAO Air Transport Meeting, Georgetown Guyana on 23 November 2018 in the framework of the *AU Declaration of the Global African Diaspora Summit*; and
- h) the *Declaration and Framework for a Plan of Action for Development of Aviation Infrastructure in Africa* adopted at the third ICAO World Aviation Forum, in Abuja, Nigeria on 22 November 2017;

Noting:

- a) the *Cooperation Agreement between the African Development Bank (AfDB) Group and ICAO* which entered into force on 20 August 1984;
- b) the joint UNWTO/ICAO study on Essential Service and Tourism Development Routes (ESTDR) published in 2005;
- c) the *Memorandum of Understanding for cooperation between the AUC and ICAO* which entered into force on 2 April 2008;
- d) the *Memorandum of Cooperation between the AU and ICAO Providing a Framework for Enhanced Cooperation* which entered into force on 27 September 2010;
- e) the *Memorandum of Cooperation between the African Civil Aviation Commission (AFCAC) and ICAO providing a Framework for Enhanced Cooperation* which entered into force on 27 September 2010;
- f) the *Memorandum of Understanding between the AUC and UNWTO* which entered into force on 15 July 2014;
- g) the *Human Resources Development Fund (HRDF) Implementation Arrangements between ICAO and AFCAC* which entered into force on 5 December 2014;
- h) the *Memorandum of Understanding between UNWTO and the NEPAD Planning and Coordinating Agency (NPCA), now African Union Development Agency (AUDA)*, which entered into force on 19 April 2016;
- i) the *Memorandum of Understanding between UNWTO and the Economic Community of African Central States (ECACS)* which entered into force on 19 April 2017; and
- j) the *Memorandum of Understanding between ICAO and the NPCA-AUDA* which entered into force on 8 May 2018;

Recognizing challenges facing African States, inter alia, that:

- a) while the African aviation market has the most potential for growth out of all global regions with a large and increasing population, this potential has not yet been fully translated into strong and uniform air traffic growth within the continent;
- b) despite the synergies, there are inconsistencies between tourism and aviation policies due to the difficulties of States in balancing the interests of their air transport industry and the optimum development of their tourism and travel industry;
- c) the development of tourism and air transport in Africa is hampered by negative perceptions and misconceptions of Africa, which are deleterious to the African States' ability to attract tourists and its overall potential as a tourism region, and changing such negative perceptions involves a long process;
- d) some African States, especially Least Developing Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS), are too small or remote to achieve structural transformation for economic development;
- e) the uncertainty about continuation of air services has an adverse effect on a tourism and travel industry's inward investment and the opportunity for inbound tourism, and thus the actual loss of a service could have a much greater cost;
- f) a well balanced mix of domestic, intraregional and international tourism is important to ensure that tourism development is resilient towards negative events, whether man-made or natural disasters;
- g) it remains difficult for African States and aviation and tourism stakeholders to access funds and/or ensure financing for the modernization and expansion of their infrastructure;
- h) skills shortages are posing a considerable short-term obstacle to growth, with a lack of adequate aviation, tourism and travel professionals; and
- i) while significant visa facilitation improvements took place over the past decade, visa facilitation still needs to be a priority area for African countries by improving visa policies for citizens of the continent and to the world;

Declare the following in the framework of the Declaration and the Plan of Action 2017 – 2019 on Air Transport, PIDA and Tourism adopted at the First Ordinary Session of the AU STC-TTIET:

Reaffirm the need to:

- a) support the realization of the *AU Agenda 2063* and the *UN 2030 Agenda for Sustainable Development*, especially its SDGs 8 and 9, in line with the *AU–UN Framework for the Implementation*;

- b) mainstream and reflect the priorities of the tourism and aviation sectors in States' economic development planning so that tourism and aviation can be used as an effective economic development driver;
- c) establish good governance, i.e. the institutional, legal and regulatory frameworks in which air transport and tourism are designed, implemented and managed;
- d) build a strong "Brand Africa" in an increasingly competitive marketplace and a constantly changing business environment to unlock the natural and cultural tourism potential and generate sufficient air traffic demand;
- e) further liberalize intra-Africa and intercontinental air transport services especially through the implementation of the Yamoussoukro Decision and SAATM;
- f) enable exploration of innovative funding and financing systems to develop quality aviation and tourism infrastructure;
- g) enhance and ensure the availability of human capacity with the appropriate technical skills in the tourism and aviation sectors;
- h) maximize the efficiency of border clearance formalities while strengthening aviation safety, security and the resilience of tourism development; and
- i) accelerate the regional integration and facilitate the movement of people by air and goods in the African continent;

Urge African States in cooperation and coordination with the AUC, African Regional Economic Communities (RECs), the AFCAC, the NPCA, the AfDB, private sector, international partners and other stakeholders to:

- a) promote cooperation and compatible decision-making among transport authorities, tourism authorities and other ministries in charge of related portfolios, including finance, economic planning, energy, environment, and trade;
- b) consolidate planning and development efforts for aviation, tourism and trade infrastructure, whenever possible, while harmonizing regulatory frameworks and balancing the benefits of these economic sectors;
- c) pursue a destination management strategy based on a "smart product mix", i.e. the establishment of a good integration between tourism and travel, aviation and other service and commodity sectors, to break a vicious circle of economic and logistical disadvantages and enhance structural transformation;
- d) institutionalize SAATM at the State level by developing necessary domestic legal and regulatory framework to fully implement it;
- e) align and integrate major aviation and tourism infrastructure projects with national and/or regional development plans and budgets, the PIDA Priority Action Plan (PAP) for 2020 – 2030, the AU infrastructure development agenda, as well as forging-African economic cooperation and international assistance platforms such as the

Tokyo International Conference on African Development (TICAD) and the Forum on China–Africa Cooperation (FOCAC);

- f) include and prioritize capacity building projects for trade within the framework of the *Move*
- g) *Africa* initiative launched by the NPCA and using and contributing to the HRDF;
- h) adopt the visa openness solutions as part of a policy reforms for free movement of people across Africa, through the ICAO Traveller Identification Programme (TRIP) Strategy and the maximum use of information and communication technologies in improving visa procedures; and
- i) harmonize domestic laws, policies and procedures to accommodate the issue and use of African Passport;

Encourage African States to:

- a) take pragmatic measures to build a transparent, stable and predictable investment climate to support quality infrastructure development related to aviation and tourism, for example, by engaging multi-stakeholders, diversifying funding sources, using domestic funds and increasing the participation of the private sector, including through private investment, business reform, private finance initiatives, public-private partnerships and various incentive schemes;
- b) provide necessary incentives, environment and support for the private sector for its effective participation in African tourism and aviation development;
- c) assure certain air services of a public service nature, such as lifeline provision for remote and peripheral destinations, and provide support for the development of international routes linking tourism source markets with LDCs, LLDCs and SIDS using the “essential air service and essential tourism development route” concept developed by ICAO and UNWTO;
- d) share and exchange knowledge, experience and best practices with appropriate data and statistics, including among themselves (South-South cooperation) in order to benefit from regional experiences;
- e) demonstrate and promote the socio-economic benefits of tourism and aviation, and foster an informed and engaged public as a crucial partner through public awareness campaigns and education programmes to raise business confidence and obtain buy-in from the wider audiences;
- f) draw up a marketing and promotion strategy to support the tourism product developments in conjunction with air transport services, and highlight what Africa can give to the world which the rest of the world does not have; and
- g) promote better air connectivity for more efficient use of resources with the aim of contributing to the attainment of the SDGs and beyond.

Call on ICAO, the UNWTO, the AUC, the African RECs, the AFCAC, the NPCA the AfDB, international assistance partners, donor communities, as well as financial institutions, consistent with their respective mandates, to provide technical expertise, resources and support for the implementation of the above actions;

We hereby extend our sincere gratitude to our host, Cabo Verde, for its warm hospitality and support for the organization of this first ICAO/UNWTO Ministerial Conference for Tourism and Air Transport in Africa, as well as for its contribution to advancing the agenda of tourism and air transport for development in Africa.

Done and adopted in Santa Maria, Sal Island, and Cabo Verde on this 29th day of March 2019.

APPENDIX B
Framework for a Plan of Action
for Air Transport and Tourism Development in Africa (2019-2021)

Activities and Actions Included in the Declaration	Reference to <i>Lomé Plan of Action</i>	Lead	Partners	Period
Good Governance and Harmonized Policies				
Promote cooperation and compatible decision-making among transport authorities, tourism authorities and other ministries in charge of related portfolios, including finance, economic planning, energy, environment, and trade	<ul style="list-style-type: none"> • Domesticate the AFCAP (Ref. Air Transport 2.3) • Enhance joint activities with tourism industry (Ref. Air Transport 2.5) • Ensure tourism harmonized policies (Ref. Tourism 1.2) • Harmonize tourism and aviation policies (Ref. Tourism 1.3) 	African States and AUC	RECs, AFCAC, ICAO and UNWTO	2019-2021
Consolidate planning and development efforts for aviation, tourism and trade infrastructure, whenever possible, while harmonizing regulatory frameworks and balancing the benefits of these economic sectors	<ul style="list-style-type: none"> • Domesticate the AFCAP (Ref. Air Transport 2.3) • Enhance joint activities with tourism industry (Ref. Air Transport 2.5) • Ensure tourism harmonized policies (Ref. Tourism 1.2) • Harmonize tourism and aviation policies (Ref. Tourism 1.3) 	African States and AUC	RECs, AFCAC, ICAO and UNWTO	2019-2021
Air Connectivity and Destination Management				
Pursue a destination management strategy based on a “smart product mix”, i.e. the establishment of a good integration between tourism and travel, aviation and other service and commodity sectors, to break a vicious circle of economic and logistical disadvantages and enhance structural transformation	<ul style="list-style-type: none"> • Enhance joint activities with tourism industry (Ref. Air Transport 2.5) • Ensure competitive tourism products (Ref. Tourism 2.1) 	African States	AUC, RECs, AFCAC, NPCA, AfDB and UNWTO	2019-2021
Institutionalize SAATM at the State level by developing necessary domestic legal and regulatory framework to fully implement it	<ul style="list-style-type: none"> • Implement the main regulatory framework and institutional arrangements for managing SAATM (Ref. Air Transport 1.3) • Establish SAATM (Ref. Air Transport 1.4) • Domesticate the AFCAP (Ref. Air 	African States, AUC, AfDB and AFCAC	ICAO, AFRAA and IATA	2019-2021

Activities and Actions Included in the Declaration	Reference to <i>Lomé Plan of Action</i>	Lead	Partners	Period
	Transport 2.3)			
Assure certain air services of a public service nature, such as lifeline provision for remote and peripheral destinations, and provide support for the development of international routes linking tourism-generating countries with LDCs, LLDCs and SIDS using the “essential air service and essential tourism development route” concept developed by ICAO and UNWTO	<ul style="list-style-type: none"> • Enhance joint activities with tourism industry (Ref. Air Transport 2.5) • Harmonize tourism and aviation policies (Ref. Tourism 1.3) 	African States	AFCAC, ICAO and UNWTO	2019-2021
Draw up a marketing and promotion strategy to support the tourism product developments in conjunction with air transport services, and highlight what Africa can give to the world which the rest of the world does not have	<ul style="list-style-type: none"> • Enhance joint activities with tourism industry (Ref. Air Transport 2.5) • Enhance tourism promotion and marketing (Ref. Tourism 2.2) • Ensure visibility of the African tourism industry (Ref. Tourism 3.3) 	African States	AUC, RECs, AFCAC, ICAO and UNWTO	2019-2021
Financing for Infrastructure Development and Capacity Building				
Align and integrate major aviation and tourism infrastructure projects with national and/or regional development plans and budgets, the PIDA Priority Action Plan (PAP) for 2020 – 2030, the AU infrastructure development agenda, as well as forging-African economic cooperation and international assistance platforms such as the Tokyo International Conference on African Development (TICAD) and the Forum on China–Africa Cooperation (FOCAC)	<ul style="list-style-type: none"> • Develop sustainable aviation infrastructure under PIDA (Ref. Air Transport 2.2) • Enhance joint activities with tourism industry (Ref. Air Transport 2.5) • Finance and invest in tourism infrastructure and products (Ref. Tourism 3.2) • Feasibility and detailed design studies conducted for PIDA-PAP projects (Ref. PIDA 1.2) • New regional infrastructure projects proposed for second PIDA-PAP (Ref. PIDA 1.4) • Integrated corridor approach for infrastructure development implemented (Ref. PIDA 1.5) 	African States, AUC and AfDB	RECs, AFCAC, NPCA, ICAO, UNWTO, international assistance partners, donor communities, as well as financial institutions	2019-2021
Include and prioritize capacity building projects within the framework of the <i>Move Africa</i> initiative launched by the NPCA and using and contributing to the HRDF	<ul style="list-style-type: none"> • Strengthen Training Pool (Ref. Air Transport 2.4) • Increase the number of development partners (financial and technical) (Ref. Air Transport 3.1) 	African States, AFCAC, NPCA and ICAO	AUC, RECs, AfDB and UNWTO	2019-2021

Activities and Actions Included in the Declaration	Reference to <i>Lomé Plan of Action</i>	Lead	Partners	Period
	<ul style="list-style-type: none"> • Enhance human resources capacity in Africa (Tourism 3.1) • Infrastructure skills gap identified and regional skills development strategies implemented to enable Africa's labour force to meet industry skills requirements to participate in large-scale infrastructure projects (Ref. PIDA 3.2) 			
Take pragmatic measures to build a transparent, stable and predictable investment climate to support quality infrastructure development related to aviation and tourism, for example, by engaging multi-stakeholders, diversifying funding sources, using domestic funds and increasing the participation of the private sector, including through private investment, business reform, private finance initiatives, public-private partnerships and various incentive schemes	<ul style="list-style-type: none"> • Increase the number of development partners (financial and technical) (Ref. Air Transport 3.1) • Resource mobilization (Ref. Air Transport 3.2) • Finance and invest in tourism infrastructure and products (Ref. Tourism 3.2) • Harmonized legal and regulatory frameworks for conducive investment environment adopted (Ref. PIDA 2.3) 	African States and AUC	AfDB and NPCA	2019-2021
Provide necessary incentives, environment and support for the private sector for its effective participation in African tourism and aviation development	<ul style="list-style-type: none"> • Increase the number of development partners (financial and technical) (Ref. Air Transport 3.1) • Finance and invest in tourism infrastructure and products (Ref. Tourism 3.2) 	African States	AfDB and NPCA	2019-2021
Travel Facilitation				
Adopt the visa openness solutions as part of a policy reforms for free movement of people across Africa, through the ICAO Traveller Identification Programme (TRIP) Strategy and the maximum use of information and communication technologies in improving visa procedures	<ul style="list-style-type: none"> • Implement aviation security declaration (Ref. Air Transport 2) • Ensure tourism harmonized policies (Ref. Tourism 1.2) 	African States and AUC	RECs, AFCAC, AfDB, ICAO and UNWTO	2019-2021
Harmonize domestic laws, policies and procedures to accommodate the issue and use of African Passport	<ul style="list-style-type: none"> • Implement aviation security declaration (Ref. Air Transport 2) • Ensure tourism harmonized policies (Ref. Tourism 1.2) 	African States and AUC	RECs, AFCAC, AfDB, ICAO and UNWTO	2019-2021

Activities and Actions Included in the Declaration	Reference to <i>Lomé Plan of Action</i>	Lead	Partners	Period
Strengthening Aviation and Tourism Sectors				
Share and exchange knowledge, experience and best practices with appropriate data and statistics, including among themselves (South-South cooperation) in order to benefit from regional experiences	<ul style="list-style-type: none"> • Enhance joint activities with tourism industry (Ref. Air Transport 2.5) • Enhance human resources capacity in Africa (Tourism 3.1) 	African States and AUC	RECs, AFCAC, NPCA, AfDB, ICAO and UNWTO	2019-2021
Demonstrate and promote the socio-economic benefits of tourism and aviation, and foster an informed and engaged public as a crucial partner through public awareness campaigns and education programmes to raise business confidence and obtain buy-in from the wider audiences	<ul style="list-style-type: none"> • Enhance joint activities with tourism industry (Ref. Air Transport 2.5) • Encourage appreciation and participation of the youth in tourism (Ref. Tourism 3.2) • Enhance compilation of tourism data (Ref. 3.4) 	African States	AUC, RECs, AFCAC, ICAO and UNWTO	2019-2021
Provide technical expertise, resources and support for the implementation of the above actions	<ul style="list-style-type: none"> • Increase the number of development partners (financial and technical) (Ref. Air Transport 3.1) • Resource mobilization (Ref. Air Transport 3.2) 	AUC, AFCAC and AfDB	RECs, NPCA, ICAO, UNWTO, international assistance partners, donor communities, as well as financial institutions	2019-2021

AFCAC: African Civil Aviation Commission
AFCAP: African Civil Aviation Policy
AfDB: African Development Bank
AU: African Union
AUC: African Union Commission
IATA: International Air Transport Association
ICAO: International Civil Aviation Organization
HRDF: Human Resources Development Fund
NEPAD: New Partnership For Africa's Development
NPCA: NEPAD Planning and Coordination Agency
PIDA: Programme for Infrastructure Development in Africa
RECs: Regional Economic Communities
SAATM: Single African Air Transport Market
UNWTO: World Tourism Organization