

AFCAC Presentation

ICAO/AFCAC Regional Symposium for African States on the Economics of Airports and Air Navigation Services

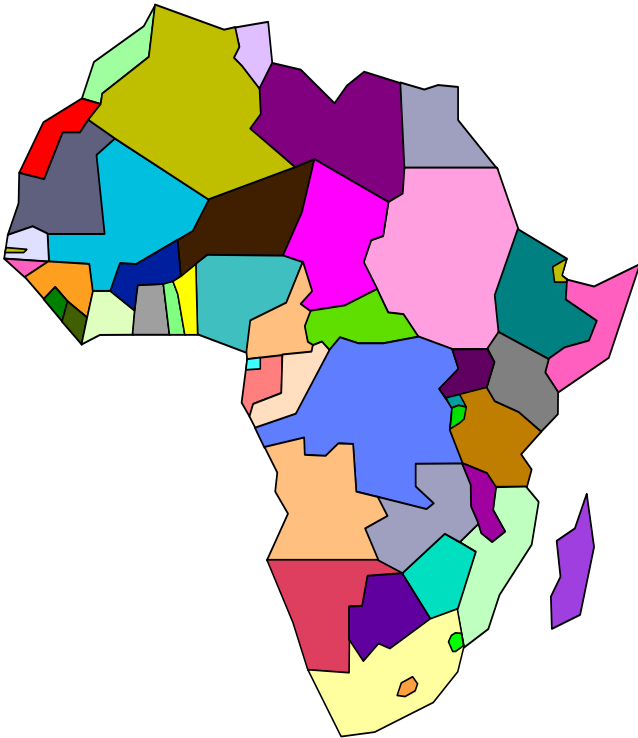
Boubacar Djibo
Secretary General



Symposium post CEANS
Kampala (17 – 19 August 2009)

Background

What is AFCAC ?



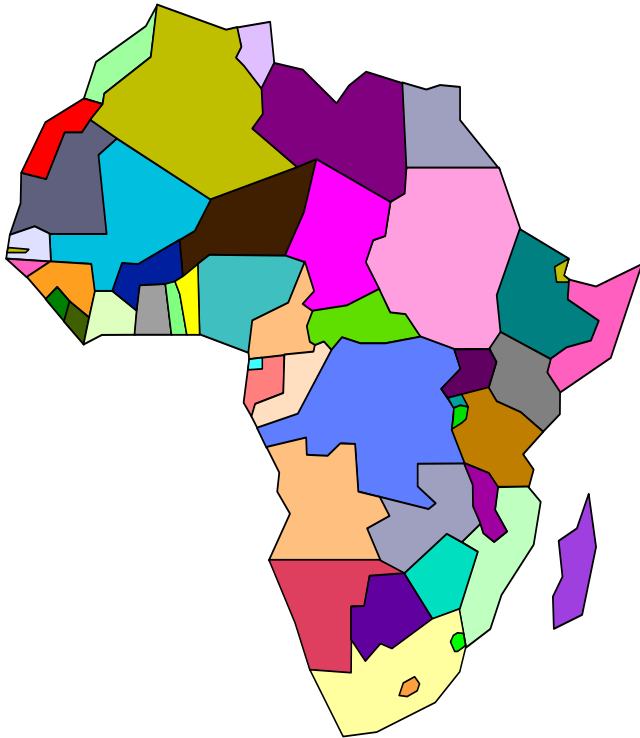
**AU Specialized body for
civil aviation**



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Contexte

Qu'est ce que la CAFAC?



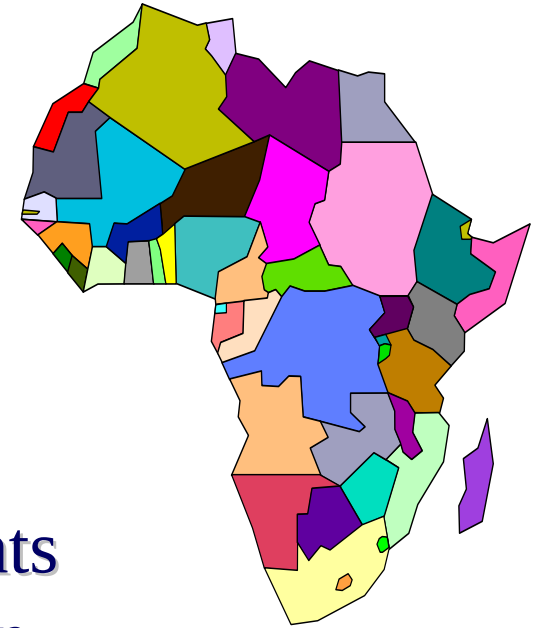
**Agence spécialisée de l'UA
pour l'aviation civile**



Symposium post CEANS
Kampala (17 – 19 August 2009)

Background

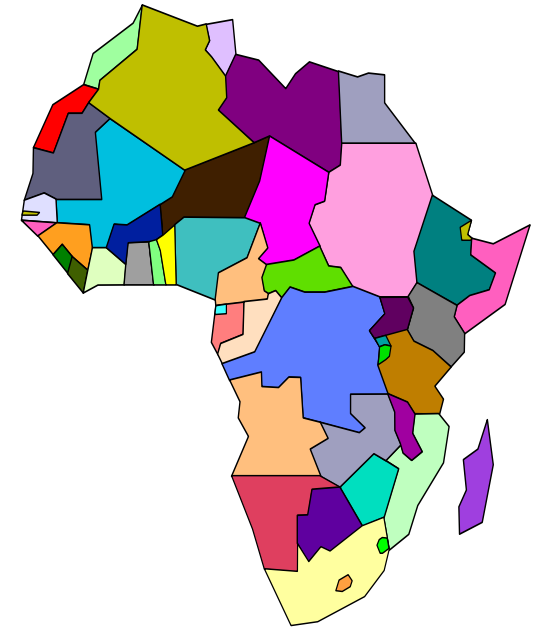
- ✈ 48 Member States
- ✈ **Secretariat** in Dakar - Senegal
- ✈ Plenary Session: Resolutions
- ✈ **Bureau**: 1 President and 5 Vice-presidents
- ✈ Bureau and Secretariat : Implementation
- ✈ **Air Transport Committee**
- ✈ **Technical Committee**
- ✈ African members of the ICAO Council: Africa position
- ✈ African members of the ICAO ANC: Africa position



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Contexte

- ➔ 48 Etats membres
- ➔ **Secrétariat** à Dakar - Sénégal
- ➔ Session Plénière: Résolutions
- ➔ **Bureau**: 1 Président et 5 Vice-présidents
- ➔ Bureau et Secrétariat : Mise en œuvre
- ➔ **Comité du Transport Aérien**
- ➔ **Comité Technique**
- ➔ Membres africains du Conseil de l'OACI: Position africaine
- ➔ Membres africains de la CAN de l'OACI: Position africaine



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AFCAC

- Presidency of AFCAC Kenya
- Vice-Presidency of AFCAC, Central Region Chad
- Vice-Presidency of AFCAC, Eastern Region Ethiopia
- Vice-Presidency of AFCAC, Northern Region Algeria
- Vice-Presidency of AFCAC, Southern Region Zambia
- Vice-Presidency of AFCAC, Western Region Côte d'Ivoire
- Coordinator of the African Group at ICAO South Africa
- African Members of the ICAO Council :
Cameroon, Egypt, Ghana , Namibia, Nigeria, South Africa, Tunisia,
Uganda
- African members of the ICAO ANC: Niger and Tanzania



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CAFAC

- Présidence de la CAFAC Kenya
- Vice-présidence de la CAFAC, Région du Centre Tchad
- Vice-présidence de la CAFAC, Région de l'Est Ethiopie
- Vice-présidence de la CAFAC, Région du Nord Algérie
- Vice-présidence de la CAFAC, Région du Sud Zambie
- Vice-présidence de la CAFAC, Région de l'Ouest Côte d'Ivoire
- Coordonateur du Groupe africain à l'OACI Afrique du Sud
- Membres africains du Conseil de l'OACI: Afrique du Sud, Cameroun, Egypte, Ghana , Namibie, Nigeria, Ouganda, Tunisie
- Membres africains de la CAN de l'OACI: Niger et Tanzanie



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AFCAC Constitution

AFCAC's objectives shall be to:

- a) Coordinate matters of civil aviation in Africa and cooperate with ICAO and all other relevant organizations and other bodies as may be involved in the promotion and development of civil aviation in Africa;
- b) Promote the development of the civil aviation industry in Africa in order to fulfil objectives of the OAU Charter of 1963 and Abuja Treaty of 1991;
- c) Foster the application of ICAO Standards and Recommended Practices for the safety, security and **regularity of air transport**; and
- d) **Examine any specific problems which may hinder the development and operation of the African civil aviation industry and, where possible, take the necessary actions** in coordination with member States as required.



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Constitution de la CAFAC

Les objectifs de la CAFAC sont les suivants:

- a) coordonner les questions d'aviation civile en Afrique et coopérer avec l'OACI ainsi qu'avec tous les autres organisations et organismes assurant la promotion et le développement de l'aviation civile en Afrique ;
 - b) promouvoir le développement de l'industrie de l'aviation civile en Afrique en vue de réaliser les objectifs de la Charte de l'OUA en 1963 et du Traité d'Abuja de 1991;
 - c) favoriser l'application des Normes et Pratiques recommandées de l'OACI en matière de sécurité, de sûreté et de **régularité du transport aérien** et;
 - d) examiner tout problème spécifique susceptible d'entraver le développement et l'exploitation de l'industrie de l'aviation civile africaine et, dans la mesure du possible, prendre des mesures idoines en coordination avec les Etats membres, selon le cas.
- c)



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AFCAC the Specialized Agency of the AU

Agreement between OAU and AFCAC establishing AFCAC as the specialized Agency of the OAU in the field of civil aviation dated 11 May 1978

Implementation of a formal framework for the promotion of a common African policy in civil aviation matters

Treaty establishing the African Economic Community, Abuja June 1991

Constitutive Act of the African Union, Lomé July 2000

To contribute to the :

- Harmonization of national policies in the field of civil aviation
- Strengthening of sectorial integration at the regional and continental levels in all areas of civil aviation ;
- Promotion of proper integration of air transport in Africa



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La CAFAC, Institution Spécialisée de l'UA

Accord entre l'OUA et la CAFAC érigeant la CAFAC comme l'institution spécialisée de l'OUA pour le secteur de l'aviation civile du 11 mai 1978

Mise en œuvre d'un cadre formel en vue de promouvoir une politique africaine commune en matière de transport aérien

Traité instituant le Communauté Economique Africaine, Abuja juin 1991

Acte Constitutif de l'Union Africaine, Lomé juillet 2000

Contribuer à :

- Harmoniser les politiques nationales dans le secteur de l'aviation civile;
- Renforcer l'intégration sectorielle aux niveaux régional et continental dans les domaines de l'aviation civile;
- Promouvoir une véritable intégration du transport aérien en Afrique



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Constitutive Act of the African Union

AFCAC's objectives shall be to:

- a) Coordinate matters of civil aviation in Africa and cooperate with ICAO and all other relevant organizations and other bodies as may be involved in the promotion and development of civil aviation in Africa;
- b) Promote the development of the civil aviation industry in Africa in order to fulfil objectives of the OAU Charter of 1963 and Abuja Treaty of 1991;
- c) Foster the application of ICAO Standards and Recommended Practices for the safety, security and **regularity of air transport**; and
- d) **Examine any specific problems which may hinder the development and operation of the African civil aviation industry and, where possible, take the necessary actions** in coordination with member States as required.



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Acte Constitutif de l'Union Africaine

Les objectifs de l'Union sont les suivants :

- a) coordonner les questions d'aviation civile en Afrique et coopérer avec l'OACI ainsi qu'avec tous les autres organisations et organismes assurant la promotion et le développement de l'aviation civile en Afrique ;
 - b) promouvoir le développement de l'industrie de l'aviation civile en Afrique en vue de réaliser les objectifs de la Charte de l'OUA en 1963 et du Traité d'Abuja de 1991;
 - c) favoriser l'application des Normes et Pratiques recommandées de l'OACI en matière de sécurité, de sûreté et de **régularité du transport aérien** et;
 - d) examiner tout problème spécifique susceptible d'entraver le développement et l'exploitation de l'industrie de l'aviation civile africaine et, dans la mesure du possible, prendre des mesures idoines en coordination avec les Etats membres, selon le cas.
- c)



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The Yamoussoukro Declaration

Declaration on a New African Air Transport Policy (Yamoussoukro, 6 to 7 November 1988)

In the wake of the 1980 Lagos Action Plan and the 1984 Mbabane Declaration on African Air Transport, gradual liberalization of traffic rights was launched in 1988. The Yamoussoukro Declaration called for integration through mergers, shared exploitation, and consortia, in order to strengthen co-operation, co-ordination and integration of air services. A formal 3-phase timetable was also included.

We African Ministers responsible for Civil Aviation, Meeting in Yamoussoukro, Republic of Côte d'Ivoire, from 6 to 7 October 1988

..... Agree to commit ourselves, individually and collectively, to promote a climate of cooperation and solidarity which is necessary for the safeguarding and development of international air transport activities in Africa, and agree by this Declaration, to adopt a new air transport Policy based on the following guidelines :



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AFCAC as the **Executing Agency** of the YD

The Third Session of the Conference of African Ministers Responsible for Air Transport , with a view to speeding up the implementation of the Yamoussoukro Decision , reaffirmed the urgency to put in place the Executing Agency Responsible for economic supervision of the liberalized air transport industry in Africa.

To this end, in May 2007 they adopted a Resolution by which **the duties/functions of the Executing Agency of the Yamoussoukro Decision will be entrusted to AFCAC.**



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La CAFAC, Agence d'Exécution de la Décision de Yamoussoukro

Article 7 Règles de concurrence

Article 8 Règlements des différends

Article 9 Organe de suivi

9.4 Pour assurer une bonne mise en œuvre de la Décision, un organe d'exécution en matière de transport aérien en Afrique, sera créé dès que possible. Ses principales responsabilités seront, entre autres, la supervision et la gestion d'une industrie du transport aérien libéralisée en Afrique.

9.5 L'organe d'exécution dispose de suffisamment de pouvoirs pour élaborer et faire appliquer des règles et réglementations appropriées qui offrent des opportunités justes et égales à tous les acteurs et favorisent une saine concurrence.

9.6 L'organe d'exécution veillera aussi à la protection des droits des consommateurs.



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AFCAC as the **Executing Agency** of the YD

Article 7 Competition rules

Article 8 Settlement of Disputes

Article 9 Monitoring Body

9.4 To ensure successful implementation of the Decision, an African Air Transport Executing Agency will be established as soon as possible.

The principal responsibility will include *inter alia* the supervision and management of Africa's liberalized air transport industry.

9.5 The Executing Agency shall have **sufficient powers to formulate and enforce appropriate rules and regulations that give fair and equal opportunities to all players and promote healthy competition.**

9.6 The Executing Agency will also ensure that **consumer rights are protected.**



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REGULATION ECONOMIQUE

- La réglementation de l'économie, une des formes d'intervention de l'État, vise à influencer le comportement des entreprises et des particuliers du secteur privé. Tout comme les dépenses publiques, les taxes, la propriété de l'État, les prêts et les prêts garantis, les titres participatifs dans les entreprises privées et la persuasion, la réglementation consiste en général à « imposer des règlements, assortis de sanctions, pour modifier précisément le comportement économique des entreprises et des agents du secteur privé ».
- Autrement dit, la réglementation permet de limiter leur marge de manœuvre dans certains domaines comme:
- *(Encyclopédie canadienne)*



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ECONOMIC REGULATION

- Economic regulation, a form of government intervention designed to influence the behaviour of firms and individuals in the private sector. Other forms include public expenditures, taxes, government ownership, loans and loan guarantees, tax expenditures, equity interests in private companies and moral suasion.
- Defined as the "imposition of rules by a government, backed by the use of penalties, that are intended specifically to modify the economic behavior of individuals and firms in the private sector," regulation in general is aimed at narrowing choices in certain areas, including
- *(Canadian Encyclopedia)*



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REGULATION ECONOMIQUE

- la tarification (tarifs d'avion, salaires minimums, certains produits agricoles, tarifs téléphoniques) ; l'offre (permis de radiodiffusion, certification professionnelle, quotas agricoles, accréditation de sociétés d'oléoducs reconnues « de commodité et de nécessité publiques ») ; le taux de rendement (services publics, sociétés de gazoducs) ; la divulgation de renseignements (prospectus liés aux placements, étiquette de composition du produit) ; la fabrication d'un produit (normes de rejet, d'hygiène et de sécurité au travail) ; les normes régissant les produits et les services (sécurité des jouets, salubrité des aliments, teneur canadienne des émissions radiotélévisées) et les conditions de service (conformité aux exigences du transporteur public ou refus de toute discrimination en matière d'embauche ou de vente de biens et de services).



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ECONOMIC REGULATION

- prices (**airline fares**, minimum wages, telephone rates), supply (broadcasting licences, occupational licensing, agricultural production quotas, pipeline certificates "of public convenience and necessity"), rate of return (public utilities, pipelines), disclosure of information (securities prospectuses, content labelling), methods of production (effluent standards, worker health and safety standards), standards for products or services (safety of children's toys, quality of food products, Canadian-content requirements in broadcasting) and conditions of service (**requirements to act as a common carrier** or not to discriminate in hiring or selling goods and services).



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African Traffic (ICAO Doc 9879)

- 2004 Total of 38 millions passengers
Intra Africa 6 millions , 16%
Europe 22, 8 millions , 60%
Middle East 6, 46 millions, 17%
Others 2, 66 millions 7%
- 2020 Total of 94 millions passengers (x 2,47)
Intra Africa 23 millions , 24% (x 4)
Europe 47 millions , 50%
Middle East 18,8 millions, 20%
Others 5, 64 millions 6%

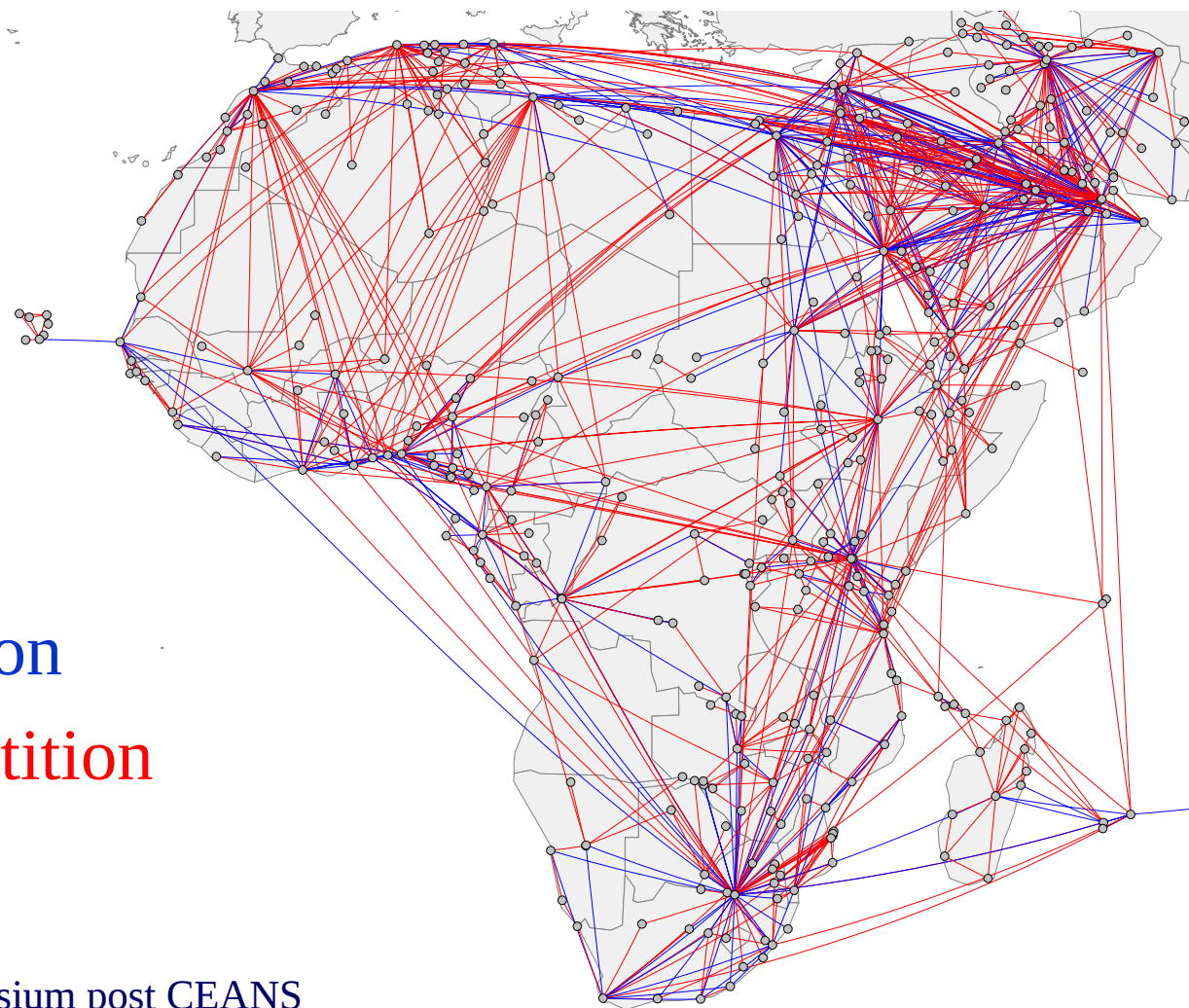


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Competition profile Middle East and Africa

- Competition
- No competition



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AFCAC and ICAO

As a Regional Commission , AFCAC was created by an Agreement between OAU, ICAO and UNECA, with reference to the Chicago Convention:

Article 55 : Permissive functions of Council

The Council may:

*a) Where appropriate and as experience may show to be desirable, **create subordinate air transport commissions on a regional or other** basis and define groups of states or airlines with or through which it may deal to facilitate the carrying out of the aims of this Convention;*



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La CAFAC et l'OACI

En tant que Commission Régionale, la CAFAC a été créée par un Accord entre l'OUA, l'OACI et le CEANU, en référence à la Convention de Chicago :

Article 55 : Fonctions facultatives du Conseil

Le Conseil peut:

a) s'il y a lieu et lorsque cela se révèle souhaitable à l'expérience, créer, sur une base régionale ou autre, des commissions de transport aérien subordonnées et définir des groupes d'Etats ou d'entreprises de transport aérien avec lesquels ou par l'intermédiaire desquels il pourra s'employer à faciliter la réalisation des fins de la présente Convention;



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Chicago Convention

CONVENTION ON INTERNATIONAL CIVIL AVIATION

Signed at Chicago, on 7 December 1944

PREAMBLE

- THEREFORE, the undersigned governments having agreed on certain principles and arrangements in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically;

CONVENTION RELATIVE A L'AVIATION CIVILE INTERNATIONALE

Signée à Chicago, le 7 décembre 1944

PREAMBULE

- EN CONSEQUENCE, les Gouvernements soussignés étant convenus de certains principes et arrangements, afin que l'aviation civile internationale puisse se développer d'une manière sûre et ordonnée et que les services internationaux de transport aérien puissent être établis sur la base de l'égalité des chances et exploités d'une manière saine et économique



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Chicago Convention

- **Article 44 Objectives**

The aims and objectives of the Organization are to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport so as to:

- a) Insure the safe and orderly growth of international civil aviation throughout the world;
- b)
- c) Encourage the development of airways, airports and air navigation facilities for international civil aviation;
- d) Meet the needs of the peoples of the world for safe, regular, efficient and **economical air transport**;
- e) Prevent economic waste caused by unreasonable competition;
- f) Insure that the rights of contracting States are fully respected and that every contracting State has a **fair opportunity** to operate international airlines;



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Convention de Chicago

- **Article 44 Objectifs**

L'Organisation a pour buts et objectifs d'élaborer les principes et les techniques de la navigation aérienne internationale et de promouvoir la planification et le développement du transport aérien international de manière à:

- a) assurer le développement ordonné et sûr de l'aviation civile internationale dans le monde entier;
- b)
- c) encourager le développement des voies aériennes, des aéroports et des installations et services de navigation aérienne pour l'aviation civile internationale;
- d) répondre aux besoins des peuples du monde en matière de **transport aérien** sûr, régulier, efficace et **économique**;
- e) prévenir le gaspillage économique résultant d'une concurrence déraisonnable;
- f) assurer le respect intégral des droits des Etats contractants et une **possibilité équitable** pour chaque Etat contractant d'exploiter des entreprises de transport aérien international;



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Chicago Convention

- **Article 69 *Improvement of air navigation facilities***

If the Council is of the opinion that the airports or other air navigation facilities, including radio and meteorological services, of a contracting State are not reasonably adequate for the safe, regular, efficient, and economical operation of international air services, present or contemplated, the Council shall consult with the State directly concerned, and other States affected, with a view to finding means by which the situation may be remedied, and may make recommendations for that situation purpose. **No contracting State shall be guilty of an infraction of this Convention if it fails to carry out these recommendations.**



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Convention de Chicago

- **Article 69 Amélioration des installations et services de navigation aérienne**

Si le Conseil estime que les aéroports ou autres installations et services de navigation aérienne d'un Etat contractant, y compris ses services radioélectriques et météorologiques, ne suffisent pas à assurer l'exploitation sûre, régulière, efficace et économique des services aériens internationaux existants ou projetés, il consulte l'Etat directement en cause et les autres Etats intéressés afin de trouver le moyen de remédier à la situation et il peut formuler des recommandations à cet effet. **Aucun Etat contractant n'est coupable d'infraction à la présente Convention s'il omet de donner suite à ces recommandations**



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Conference on the Economics of Airports and Air Navigation Services (ANSCConf2000)

(Montréal, 19 to 28 June 2000)

- Participation of African States
- Presentation of one African working paper **ANSCConf-WP/100 - Search and Rescue**
 - a) Guidance on the establishment of regional organization for SAR activities
 - b) Study on the establishment of an international aeronautical fund for funding SAR activities
- Commercialization versus Privatization
- Issue of Alternate airports



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Conférence sur l'économie des aéroports et des services de navigation aérienne (ANSCConf2000)

(Montréal, 19 to 28 juin 2000)

- Participation des Etats africains
- Présentation d'une note de travail au nom de l'Afrique **ANSCConf-WP/100 – Recherches et Sauvetage**
 - a) Conseils sur la mise en place d'une organisation régionale pour les activités SAR
 - b) Etude sur la mise en place d'un fonds aéronautique international pour le financement des activités SAR
- Commercialisation contre Privatisation
- La question des aéroports de dégagement



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Conference on the Economics of Airports and Air Navigation Services (CEANS)

(Montréal, 15 to 20 September 2009)

- Participation of African States
- Presentation of five African working papers
- **CEANS-WP/58 Regional approach for the civil aviation economic oversight States**
- *53 African States described the role of AFCAC as the African Air Transport Executing Agency of the Yamoussoukro Decision responsible for the economic oversight of Africa's liberalized air transport industry. The paper urged States to implement the ICAO Assembly Resolution regarding economic regulation of international air transport.*
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Conférence sur l'économie des aéroports et des services de navigation aérienne (CEANS)

(Montréal, 15 to 20 Septembre)

- Participation des Etats africains
- Présentation de 5 notes de travail au nom de l'Afrique
- **CEANS-WP/58 Approche régionale pour la supervision économique de l'aviation civile**
- *53 États africains décrivent le rôle de la CAFAC en tant qu'Agence d'exécution de la Décision de Yamoussoukro en charge de la supervision économique de l'industrie de transport aérien libéralisée de l'Afrique. La note prie instamment les États de mettre en œuvre la résolution de l'Assemblée de l'OACI concernant la réglementation économique du transport aérien international.*



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Conference on the Economics of Airports and Air Navigation Services (CEANS)

(Montréal, 15 to 20 September 2009)

- **CEANS-WP/59 Developing policy guidelines for management of economically non-viable airports**
- *53 African States called for ICAO's guidance for the management and operation of airports, which are not economically viable but are necessary as part of an integrated air transport network mainly for safety, security and socio-economic reasons. The paper also asked States to develop objective and transparent means of selecting some of such airports for funding, and encouraging better utilization of existing capacity.*



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Conférence sur l'économie des aéroports et des services de navigation aérienne (CEANS)

(Montréal, 15 to 20 Septembre)

- **CEANS-WP/59 Développement de lignes directrices de politique pour la gestion des aéroports économiquement non viables**
- *53 États africains demandent que l'OACI élaborent des directives sur la gestion et l'exploitation des aéroports qui ne sont pas économiquement viables, mais qui sont nécessaires dans un réseau intégré de transport aérien, essentiellement pour des raisons de sécurité, de sûreté et des raisons sociales. La note demande aussi aux États d'établir des moyens objectifs et transparents de financer ces aéroports et d'encourager une meilleure utilisation de la capacité existante.*



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Conference on the Economics of Airports and Air Navigation Services (CEANS)

(Montréal, 15 to 20 September 2009)

- **CEANS-WP/60 Cost basis, cost allocation and charging systems**
- *53 African States recognized that airport charging systems should be flexible enough to allow airport operators to cater for the needs of all categories of users with appropriate safeguards necessary for non-discrimination and transparency.*
- *53 African States believed that airport operators should be given more flexibility in the definition and application of passenger service charges to support the development of quality passenger services, as may be required by local conditions. The paper stated that appropriate safeguards are necessary to protect users against discrimination and enhance transparency. The paper proposed to amend Doc 9082 to reflect their view.*



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Conférence sur l'économie des aéroports et des services de navigation aérienne (CEANS)

(Montréal, 15 to 20 Septembre)

- **CEANS-WP/60 Assiette, répartition des coûts et systèmes de redevances**
- *53 États africains reconnaissent que le système de redevances d'aéroport devrait être suffisamment souple pour permettre aux exploitants d'aéroports de répondre aux besoins de toutes les catégories d'usagers, en prenant les mesures de précaution appropriées pour assurer la transparence et éviter la discrimination.*
- *53 États africains estiment que les exploitants d'aéroports devraient disposer d'une certaine souplesse pour définir et appliquer les redevances de services passagers pour favoriser l'amélioration de ces services que les conditions locales peuvent requérir. Des mesures de protection appropriées sont nécessaires pour protéger les usagers contre la discrimination et renforcer la transparence. La note propose des amendements du Doc 9082 pour tenir compte de ces points de vue.*



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(Montréal, 15 to 20 September 2009)

- **CEANS-WP/61 Airport constraints: slot allocation and night curfew**
- *53 African States highlighted the need to ensure equity and reciprocity in the implementation of market access rights granted to air carriers operating under air services agreements. The paper recommended the need to provide fair access to slots for air carriers from developing countries operating into airports of developed countries. It urged States to abide by the decision at ATConf/5, which provides a broad policy framework and practical guidance, and ICAO to review the continued relevance of night curfews at some international airports.*



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Conférence sur l'économie des aéroports et des services de navigation aérienne (CEANS)

(Montréal, 15 to 20 Septembre)

- **CEANS-WP/61 Contraintes aéroportuaires: créneaux horaires et couvre-feux**
- *53 États africains soulignent la nécessité d'assurer l'équité et la réciprocité dans l'application des droits d'accès aux marchés accordés aux transporteurs fonctionnant dans le cadre d'accords de services aériens. La note souligne aussi la nécessité d'accorder un accès équitable aux transporteurs aériens des pays en développement exploitant des vols dans des aéroports de pays développés. Elle invite instamment les États à respecter la décision de l'ATConf/5, qui offre un cadre de politique générale et des directives pratiques, et demande à l'OACI de revoir la pertinence de continuer à appliquer le couvre-feu nocturne à certains aéroports internationaux.*



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Conference on the Economics of Airports and Air Navigation Services (CEANS)

(Montréal, 15 to 20 September 2009)

- **CEANS-WP/62 Role of aircraft weight in charging formulae**
- *53 African States asked ICAO to undertake a study on the relevance of the application of aircraft weight by ANSPs worldwide with a view to identifying and defining best practice that will ensure sustainability of the provision of adequate air navigation services regardless of the differences in the air traffic mix.*



Symposium post CEANS
Kampala (17 – 19 August 2009)

Conférence sur l'économie des aéroports et des services de navigation aérienne (CEANS)

(Montréal, 15 to 20 Septembre)

- **CEANS-WP/62 le rôle du poids des aéronefs dans les formules de redevances**
- *53 États africains demandent à l'OACI d'entreprendre une étude sur la pertinence de l'application du poids des aéronefs par les ANSP à l'échelle mondiale, afin d'identifier et de définir les meilleures pratiques qui assureraient la pérennité de la prestation de services de navigation aérienne adéquats, indépendamment des différents mélanges de trafic.*



Symposium post CEANS
Kampala (17 – 19 August 2009)

Safety, Security and Economic Development

- AU: Sustainable Air Transport System is a prerequisite to African Integration and economic growth
- Safety & security are prerequisites to the Air Transport Liberalization
- Safety is worldwide concern - DGCA/06
- USA Open skies policy versus Safe Skies for Africa Initiative & FAA Cats
- EU New External Policy versus AU SAFA & EU operating ban
- Peace and Security



Symposium post CEANS
Kampala (17 – 19 August 2009)

**ALGIERS DECLARATION ADOPTED BY THE FIRST SESSION OF
THE AFRICAN UNION CONFERENCE OF MINISTERS RESPONSIBLE
FOR TRANSPORT**

**THEME : « *TRANSPORT, VECTOR OF SUSTAINABLE AFRICAN
INTEGRATION AND DEVELOPMENT* »,**

We, African Ministers of Transport, meeting in Algiers, Peoples Democratic Republic of Algeria, from 24 to 25 April 2008, on the occasion of the First Session of the African Union Conference of Ministers Responsible for Transport, to examine the conditions necessary for a transport service at the service of sustainable development and integration in Africa;

- **Concerned by:**
- the situation of safety, security and the protection of the environment;
- the increase in the number of accidents in the different modes of transport and their negative economic and social impact;



Symposium post CEANS
Kampala (17 – 19 August 2009)

DÉCLARATION D'ALGER ADOPTÉE PAR LA PREMIÈRE SESSION DE LA CONFÉRENCE DES MINISTRES AFRICAINS DES TRANSPORTS

**THEME : « *TRANSPORT, MOTEUR DE L'INTÉGRATION ET DU
DÉVELOPPEMENT DURABLE DE L'AFRIQUE* »,**

Nous, Ministres africains des Transports, réunis du 24 au 25 avril 2008 à Alger, République Algérienne Démocratique et Populaire, à l'occasion de la Première Session de la Conférence des Ministres Africains des Transports, organisée par l'Union Africaine pour examiner les conditions nécessaires pour un transport efficace au service de l'intégration et du développement durable de l'Afrique ;

- **Préoccupés** par :
- la situation en matière de sécurité, de sûreté et d'environnement, l'accroissement du nombre d'accidents dans les différents modes de transport et leur impact négatif au plan économique, social et culturel;



Symposium post CEANS
Kampala (17 – 19 August 2009)

ALGIERS DECLARATION ADOPTED BY THE FIRST SESSION OF THE AFRICAN UNION CONFERENCE OF MINISTERS RESPONSIBLE FOR TRANSPORT

**THEME : « *TRANSPORT, VECTOR OF SUSTAINABLE AFRICAN
INTEGRATION AND DEVELOPMENT* »,**

- **Take the commitment to:**
- strengthen/ put in place structures charged with the management of safety and security in the transport sector;
- encourage the setting up of regional organizations for the control of safety, security, research, rescue and accident investigations, as means to strengthen state capacities to meet their international obligations;
- support and strengthen African professional organizations, so as to enable them to fully play their roles;
- ratify and accelerate the implementation of international conventions and regional agreements relating to the facilitation of border transport and transit, safety, security and the protection of the environment;



Symposium post CEANS
Kampala (17 – 19 August 2009)

DÉCLARATION D'ALGER ADOPTÉE PAR LA PREMIÈRE SESSION DE LA CONFÉRENCE DES MINISTRES AFRICAINS DES TRANSPORTS

THEME : « *TRANSPORT, MOTEUR DE L'INTÉGRATION ET DU
DÉVELOPPEMENT DURABLE DE L'AFRIQUE* »,

- **Prenons l'engagement :**
- de renforcer/mettre en place des institutions chargées de la gestion de la sécurité, la sûreté et la facilitation dans les transports ;
- d'encourager la mise en place d'organisations régionales pour le contrôle de la sécurité et de la sûreté, la recherche, le sauvetage et les enquêtes après accident, en tant que moyens de renforcer les capacités des Etats à répondre à leurs obligations internationales
- de soutenir et renforcer les Organisations professionnelles et industrielles africaines, afin de leur permettre de jouer pleinement leurs rôles ;
- de ratifier et d'accélérer la mise en œuvre des conventions internationales relatives à la sécurité, la sûreté et la protection de l'environnement ; ainsi que des accords régionaux sur l'accès aux marchés, la facilitation du transport et du transit ;



Symposium post CEANS
Kampala (17 – 19 August 2009)

**ALGIERS DECLARATION ADOPTED BY THE FIRST SESSION OF
THE AFRICAN UNION CONFERENCE OF MINISTERS RESPONSIBLE
FOR TRANSPORT**

**THEME : « *TRANSPORT, VECTOR OF SUSTAINABLE AFRICAN
INTEGRATION AND DEVELOPMENT* »,**

- **Take the commitment to:**
- support effective implementation of the regional comprehensive implementation plan for air safety in Africa;
- **Exhort:**
- The Member States of the African Union and Regional Economic Communities to strengthen inter-African and continental cooperation in the transport sector;



Symposium post CEANS
Kampala (17 – 19 August 2009)

DÉCLARATION D'ALGER ADOPTÉE PAR LA PREMIÈRE SESSION DE LA CONFÉRENCE DES MINISTRES AFRICAINS DES TRANSPORTS

THEME : « *TRANSPORT, MOTEUR DE L'INTÉGRATION ET DU
DÉVELOPPEMENT DURABLE DE L'AFRIQUE* »,

- **Prenons l'engagement :**
- d'appuyer la mise en œuvre effective du plan d'exécution régional global pour la sécurité aérienne en Afrique.
- **Exhortons :**
- les Etats membres de l'Union Africaine et les Communautés Economiques Régionales à renforcer la coopération interafricaine et continentale dans le domaine des transports ;



Symposium post CEANS
Kampala (17 – 19 August 2009)

Are charges & taxes too high in Africa?

- Discussions with AFRAA
- Discussions with ACI & ACI-Africa
- Discussions with IATA
- Discussions with CANSO
- Discussions with the RECs
- Discussions with ICAO
- **Proposals and answers in Session 3**



Symposium post CEANS
Kampala (17 – 19 August 2009)

Conclusions

- **La CAFAC est à votre disposition / AFCAC is at your disposal**
- Implementation of one single sky in Africa
- Implementation of the Yamoussoukro Decision
- Implementation of a Continental Harmonized Framework of Economic Regulation
- Implementation of a continental harmonized system of Charges and taxes
- Appropriate funding of safety and security activities
- *Mise en place du ciel unique en Afrique*
- *Mise en œuvre de la Décision de Yamoussoukro*
- *Mise en œuvre d'un cadre continental harmonisé de régulation économique*
- *Mise en œuvre d'un système continental harmonisé de taxes et de redevances*
- *Financement adéquat des activités de sécurité et de sûreté*



Symposium post CEANS
Kampala (17 – 19 August 2009)

Airline Cost Cutting



'IT WAS BAD ENOUGH WHEN THEY STARTED CHARGING FOR IN-FLIGHT MEALS....'



Symposium post CEANS
Kampala (17 – 19 August 2009)

For Airlines, a Delicate Balance Between Economics and Comfort

With new materials and modern designs, manufacturers are creating seats with an increasingly smaller profile to provide more legroom. Airlines, however, are using the additional space to squeeze in more rows. Aircraft design experts say the next evolution in seat design could be a standing-room-only model, allowing for even closer row spacing.

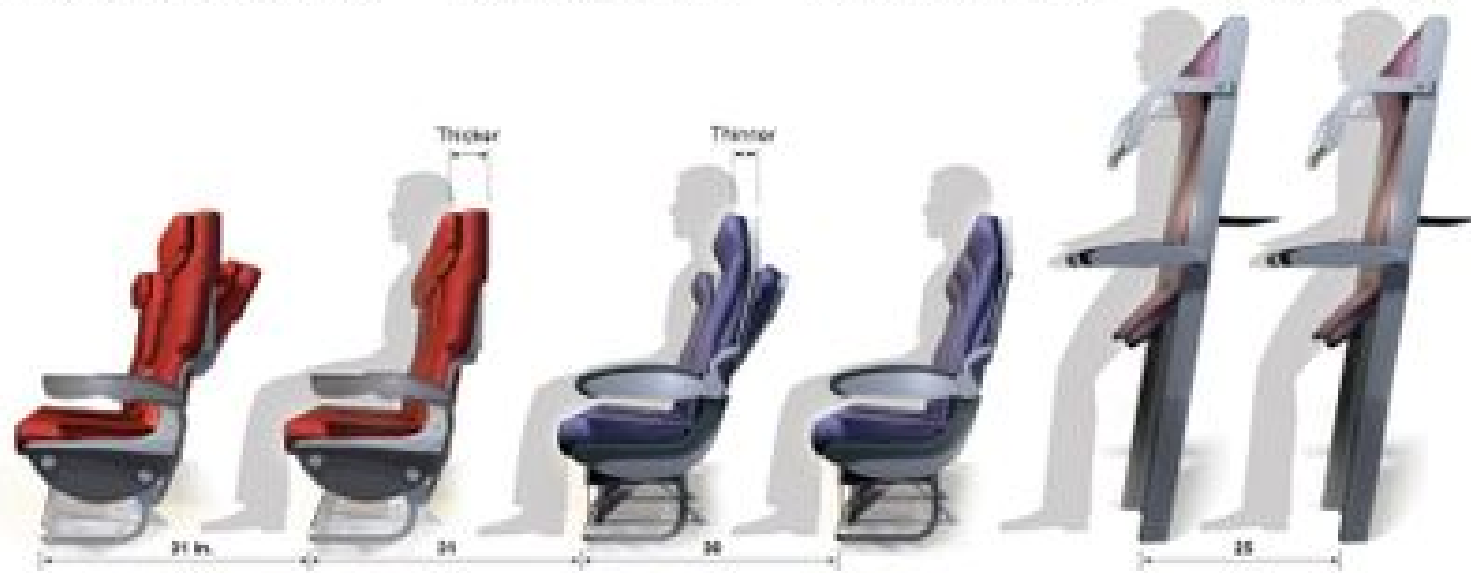
Seat-to-seat

Since 1978, the average space between economy-class seats has lost 3 inches.

Newer, thinner seats could have increased the legroom ...

... but many airlines chose to use the space to add more seats ...

... and Airbus has proposed a standing-room concept.



Side-by-side



Boeing's recommended configuration for its 787 Dreamliner is eight seats across the aisle, which would allow for some extra elbow-room for customers. More than half of the airlines ordering the plane, however, have opted for a nine-abreast configuration.

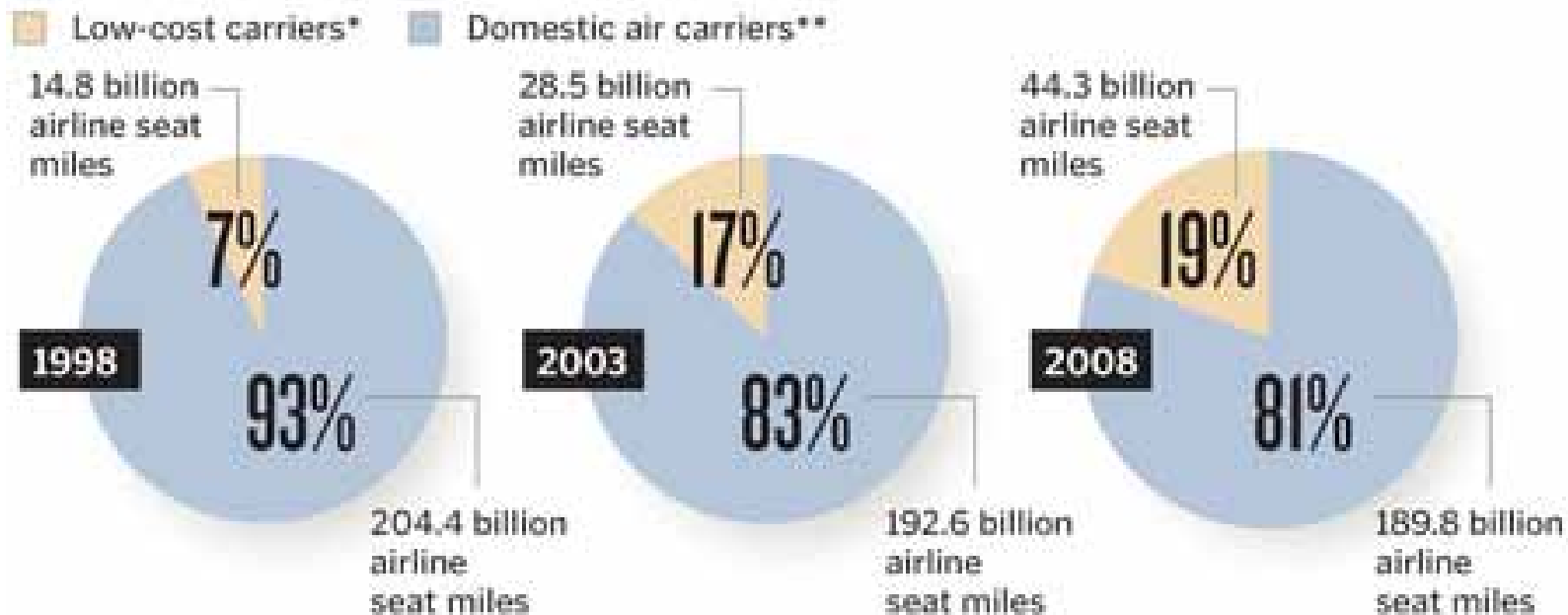
Graphic: Kohn's for The New York Times



Low-cost carriers flying higher

Southwest Airlines broke the mold with an efficient business model and low-priced tickets. Budget carriers have been gaining U.S. market share ever since.

Low-cost carriers' share of U.S. market



* Low-cost carriers include: AirTran, Allegiant, ATA, Frontier, JetBlue, National Airlines, Pro Air, Southwest, Spirit, Sun Country and Vanguard.

** Domestic carriers include: Alaska, American, US Airways/America West, Northwest, Continental, Delta, United and TWA.

SOURCE: OAG Schedules INET

KEN MARSHALL | THE PLAIN DEALER



Symposium post CEANS
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Symposium post CEANS
Kampala (17 – 19 August 2009)

Cheap flights, no seat. Would you stand for it?

- *Jul 23 10:13pm*
- - One airline, Ireland's RyanAir, is considering charging flyers less if they stand for the entire flight in one section of modified aircraft. Some reports state that the cut-price airline may even offer flights for free (they will make their money while you stand at the bar, buying food and drink).

So would you stand on a flight if it meant a cheap or free flight? Tell us below...

How does it work?

Emirates airline already allows passengers to stand at the bar at the back of the plane, so there is little difference. During take-off and landing passengers may be asked to stand strapped in to a vertical seat.

- As our resident aviation expert Geoffrey Thomas says, this move is not the result of a lagging economy. "It just shows that Ryanair is an innovative no-frills airline. They are ripping every cost out of flying." The approach is imply the opposite model of other airlines, like Singapore Airlines for example, who are increasing passenger comfort by offering premium economy and bed suites.



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Ryanair proposes standing room;

ATWorld Tuesday July 7, 2009

- Ryanair CEO Michael O'Leary found himself in the headlines again yesterday after telling Sky News "We might take out the last five or six rows [of seats] and say to passengers, 'Do you want to stand up? If you do, you can travel for free'."
- O'Leary said he has asked Boeing to look at converting or producing aircraft with "vertical seating" and asked, "Why is this any different to what happens on trains where you see thousands of people who cannot get a seat standing in the aisles?"
- A spokesperson confirmed to Agence France Presse that Ryanair and Boeing are in discussions "in relation to adapting the aircraft to allow people to travel in vertical seating." They "wouldn't be fully standing. They would have something like a stool to lean on or to sit on." The same spokesperson told the *Daily Mail*, "It's really early days but we're looking at a 20%-30% increase in passengers on commuter routes."



Symposium post CEANS
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Ryanair proposes standing room;

ATWorld Tuesday July 7, 2009

- Ryanair has not yet sought approval from aviation authorities. It credited Shanghai-based LCC Spring Airlines for the idea. A Spring spokesperson reportedly told China Central Television that it plans to submit its plan to regulators this year and that "it's just like bar stools. The safety belt is the most important thing. It will still be fastened around the waist." Spring President Wang Zhenghua said the country's Vice Premier, Zhang Dejiang, "suggested that for a lower price, passengers should be able to get on a plane like catching a bus, with no seat, no luggage consignment, no food, no water, but very convenient."



Symposium post CEANS
Kampala (17 – 19 August 2009)

Airlines' cost-cutting put basic amenities at stake

- <http://www.financialexpress.com/> New Delhi, Jun 15 2009:
- Faced with the huge surge in operating costs, due to rising input costs, many of the airlines in India and over the world are getting down to the drawing board to find every little nook and cranny that they can squeeze excess expenditure from.
- Apart from the obvious moves like lay-off and lowered appraisals for employees, the airlines are looking deep into nibbling at amenities, 'even some basic amenities', to pare operational expenses. The domestic airlines have already decided to prune routes by 20% and have hangered gas-guzzler planes, replacing them with fuel-efficient ones or smaller turboprops. This form of cost cutting by cutting back on the perks of flying was first started by American airlines but has steadfastly moved to the rest of the world.
- Many domestic airlines have already started asking their logistics and ground-handling agencies to fill the aircraft's water tank to only 60% of capacity, though none of them are ready to admit it.



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Airlines' cost-cutting put basic amenities at stake

- <http://www.financialexpress.com/> New Delhi, Jun 15 2009:
- And that's not all. The airlines are doing whatever they can to reduce the weight of the aircraft and everything that is not necessary is losing a place on most of the full service carriers. "We have removed everything that is not needed even if it is bolted to the ground," one official with a premier full service carrier in the country said. "We have pulled out unused ovens, changed metal food carts with lighter fibre ones and replaced glassware with plastics weight."
- Some American airlines have started charging \$15 for the first bag and \$25 for the second. More bizarre steps are the ones by some airlines in China, asking its passengers to relieve themselves before boarding not only to reduce aircraft weight but also to reduce the amount of fuel it takes to power the flush of airline toilet at 30,000 feet. Estimates say toilet flushes use about a litre of fuel enough to power an economical car at least 10 kilometers.



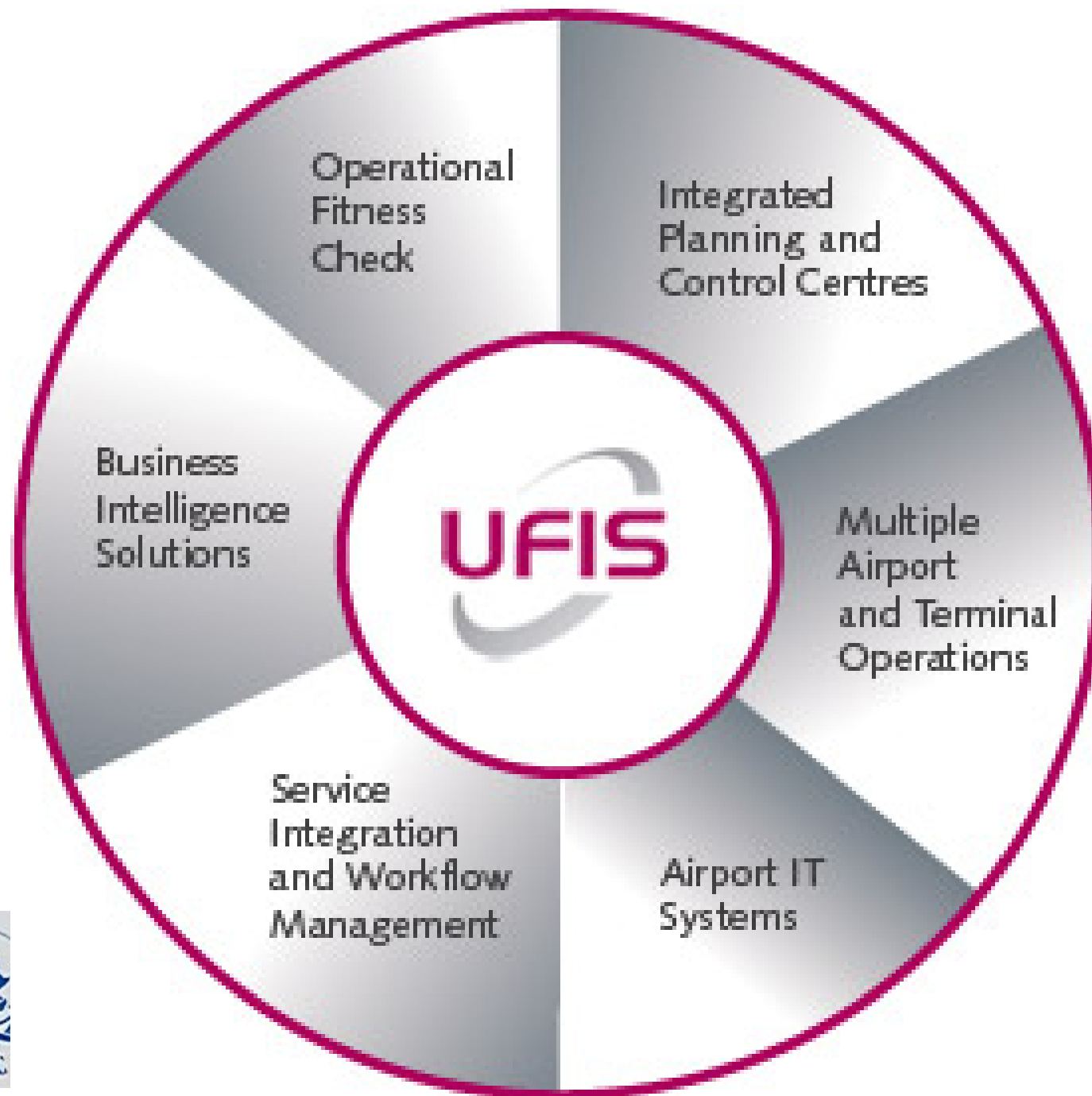
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Airlines' cost-cutting put basic amenities at stake

- <http://www.financialexpress.com/> New Delhi, Jun 15 2009:
- The civil aviation ministry has already started initiatives to help the airlines like sharing airspace with the defence forces and upgrading communications equipment so that aircrafts can fly in a straight line. Earlier the approved Chennai-Mumbai flight path was 14% longer than the straight line, which meant the several dozens of aircraft that fly this route spent that much extra time and fuel.
- The ministry has also suggested dynamic take-off and landing systems where a flight that is going to be late at its destination due to congestion should take-off late to avoid unnecessary hovering over an airport. ...



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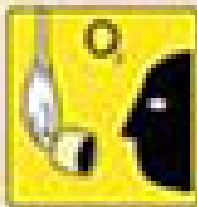


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Boeing 737-800

Yours to read for
just £2.50



In case of pressure loss, insert £1 into slot to release oxygen mask. Secure your own mask, but do not help others. They must pay for it themselves.



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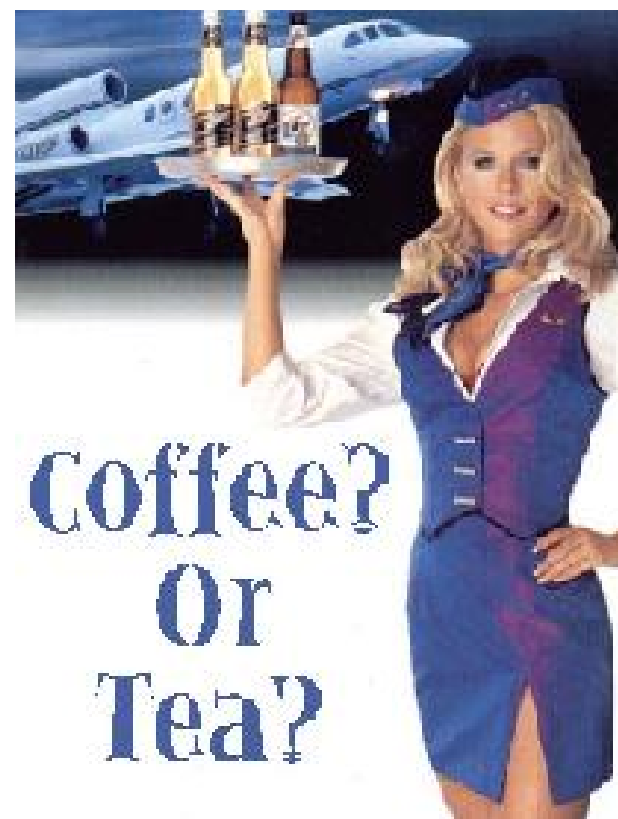
If the plane has to land in an emergency, insert your card into the chip and pin device. When the transaction is complete, exit the aircraft. A member of crew will be on hand to collect your £25 emergency disembarkation fee.



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