

BENIN
STATE AIR TRANSPORT ACTION PLAN SYSTEM (SATAPS)



| Area | Action | Reference |
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| Alleviation of restrictions | Revise ASAs to alleviate air carrier ownership and control (ACOC) restrictions | The air agreements concluded by Benin since 2000 are in line with the spirit of the YD, particularly with regard to the ownership and control of air carriers. Ex. Article 3 of the Air Agreement between Benin and South Africa. |
| Alleviation of restrictions | Revise ASAs to alleviate capacity restrictions | The air agreements concluded by Benin since 2000 are in line with the spirit of the YD and do not provide for any restrictions on the capacity or number of frequencies Ex. Article 9 of the Air Agreement between Benin and Cameroon. |
| Charges | Implement ICAO policies on user charges | Benin takes into account the ICAO principles contained in Doc 9082 ICAO's Policies on Charges for Airports and Air Navigation Services in the establishment of airport and air navigation services charges. Benin's air agreements take into account the principles of determining charges on the fairness and non-discriminatory basis. Ex. Article 15 of the Air Agreement between Benin and South Africa |
| Competition | Support ICAO Compendium of competition policies and practices (reply to ICAO State Letter EC2/109-15/42) | Benin replied to the State Letter referenced by N°0950/ANAC/MTPT/DRTA/SEAE/SA 01 July 2015. |
| Competition | Encourage cooperation among competition authorities | The air agreements take the principles of the YD and the UEMOA, aiming the cooperation between aeronautical authorities with a goal to eliminate anti-competitive practices and measures. Ex. Article 9 of the Air Agreement between Benin and South Africa. |
| Competition | Participate in ICAO Air Transport Symposium (IATS), March 2016 | Benin did not take part in the symposium because of administrative reasons. |
| Competition | Implement air transport operators cooperation through code share/alliances. | Some aviation agreements provide provisions for cooperation between airlines. In any case, Benin is interested in the cooperation between airlines. Therefore, several companies can exploit code share from / to Benin. Ex. Annex 2 of the Air Agreement between Benin and South Africa. |
| Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS), Landlocked Developing Countries (LLDC) | Support development by ICAO of connectivity indicator | |
| Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS), Landlocked Developing Countries (LLDC) | Implement essential services schemes | To improve connectivity between Benin and landlocked countries in the sub-region, the Beninese Government has granted rights for the seventh freedom of the air to RwandAir, whose has done from Cotonou its second operation base. From Cotonou, RwandAir began to develop a sub-regional network. Likewise, ASKY Airlines is executing its 5th freedom rights to landlocked countries, including Niger. Ex. There is a MOU between the Governments of Bénin and Rwanda about the seventh freedom of the air and ASKY airline flight scheduled for the winter season 2017/2018. |
| Consumer protection | Associate consumer representative organizations | WAEMU has established passenger rights regulations (Regulations N° 02/2003 / CM / UEMOA and 03/2003 / CM / UEMOA). WAEMU in collaboration with ANAC Benin frequently organize missions to raise awareness in the consumers about this regulation. ANAC Benin also organizes workshops to distribute these texts. A complaint handling procedure is also established. At the Cotonou airport are two posters presenting the applicable rules to passenger rights. Examples: Posters in the terminal and the procedures for handling customer complaints. |
| Consumer protection | Adhere to Montreal Convention, 1999 | Bénin has ratified Montreal Convention 1999 (MC99) by decree n° 2002-573 in December 31st 2002. |
| Consumer protection | Use ICAO Core Principles (adopted by the ICAO Council on 17 June 2015) in regulatory and operational practices | Benin has adhered to ICAO Consumer Protection Policies and has implemented these policies effectively. The convention for the unification of certain rules related to international air transport has been taken into account at the Code of Civil and Commercial Aviation in the articles 180 and others. |
| Cooperation across value chain | Support cooperation among stakeholders, including World Tourism Organization (UNWTO), International Air Transport Association (IATA), Airports Council International (ACI), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), African Union Commission (AUC), Airlines Association of Southern Africa (AASA) | Benin encourages the cooperation between various stakeholders in the air transport value chain within States and at international scope, as well as the cooperation with partner organizations. Benin is one of the first of eleven States that have taken the commitment to the creation of the Single Market for Air Transport in Africa (MUTAA) in January 2015 at the Conference of Heads of State and Government held in Addis Ababa. |
| Data and analysis | Share data and analysis | Benin shares its traffic data with the Organizations that requested. |
| Data and analysis | Share customized traffic and cargo forecasts | |
| Data and analysis | Provide business analysis tools | |
| Fleet renewal | Adhere to Cape Town Convention, 2001 | Benin has signed the Cape Town Convention 2001 and its protocole has been ratified by decree N° 2016-464 in August 3rd, 2016. |

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| Fleet renewal | Make use of Art. 83 bis of the Chicago Convention | Benin has ratified the Article 83 bis by decree n°2002-573 in December 31st, 2002. Also, it has been also transposed the beforementioned Article into the national regulations. However, Benin has not yet signed a 83 bis Agreement with a third country. |
| Infrastructure development | Consider practices to attract public/private capital, such as public-private partnerships (PPP) | In Benin the public-private partnership (PPP) is governed by the law N° 2016-24 of June 28th, 2017 on the legal framework of the Public and Private Partnership in the Republic of Benin. |
| Infrastructure development | Provide sufficient infrastructure to accommodate growth | Expansion of the arrival hall of Cotonou International Airport and the reinforcement of its runway were carried out. A new airport was also built in the north of the country, in Tourou, as part of the promotion of domestic and regional transport. It is not yet operational. The Government of Benin is also planning the construction of a new international airport in Glo-Djigbé around 40km away from Cotonou. This project is in launch phase and should allow Benin to accommodate more airlines and new aircraft generation such as the A380. |
| Infrastructure development | Increase awareness of ICAO guidance on infrastructure funding | |
| Market access liberalization | Grant 7th freedom traffic rights for air cargo services | Benin has granted the seventh freedom of the air to RwandAir for the operation of air transport services including freight. |
| Market access liberalization | Align Air Services Agreements (ASAs) with YD | Since the YD, Benin has incorporated the fundamental principles of this Decision into the bilateral air agreements signed with African countries. As of today, there are eight (8) bilateral air agreements signed against seventeen (17) initialed. |
| Market access liberalization | Implement Yamoussoukro Decision (YD) framework | Benin fully complies with the provisions of the YD and implements the regulatory framework established by this declaration; therefore airlines operate freely the connections everywhere within the African continent. Benin's basic legislation takes into account this approachment. Benin has signed the solemn commitment of the Heads of State of the African Union to open their airspace completely and immediately unconditionally in accordance with the YD. |
| Safety | Implement safety targets of the Abuja Declaration on Aviation Safety in Africa, 2012 | The Republic of Benin is actively working to achieve the Abuja targets. In order to reach this goal, ANAC is preparing the next ICAO Coordinated Validation Mission whose goal is to increase the current compliance rate from 58% to 72% at least. |
| Safety | Establish mechanisms to ensure sustainable funding of safety oversight functions | The Article 27 of the decree on the approval of ANAC's statutes identifies the funding sources for ANAC's activities, which represents the specialized body for safety oversight. |
| Security and facilitation | Support electronic submission of data on goods passing borders; e-freight; e-air way bills (e-AWB) | A National Facilitation Program is being developed for 2018. This program takes into account Annex 9 for Air Transport Facilitation . |
| Security and facilitation | Develop and implement Regulated Agent and Known Consignor's programmes | In accordance with the National Civil Aviation Safety Program, Order N° 019 of 25 April 2007 that regulates and lays down the conditions for the approval of freight agents and the exercise of air freight forwarding activities, shipments by couriers and postal parcels at Benin airports. |
| Security and facilitation | Establish mechanisms to ensure the sustainable funding of security oversight functions | A security charge is levied on passengers departing from Benin airports and is utilized to finance security oversight activities. |
| Security and facilitation | Implement electronic visas | Benin has adhered to the TRIP and PKD (Public Key) and Advance Passenger Information (MRTD and API) strategy in 2015. Benin has implemented the e-visa. |
| Security and facilitation | Eliminate non-physical barriers between States | Since 2017, Benin has exempted nationals from African countries from entry visas. |
| Taxation | Avoid imposing discriminatory levies on air transport | In the framework for setting up charges. Benin relies on the ICAO Air Charges Policy (Doc 9082) and takes into account the principle of non-discrimination. |
| Taxation | Implement ICAO policies on taxation | Benin relies on the ICAO Airport Charges Policy (Doc 9082) as part of the setting of charges. In addition, some air agreements provide for a tax exemption related to the installation of a subsidiary of airlines. Exemption from taxation may be concluded (Case of Asky, Togo). |
| Taxation | Assess economic impact of excessive taxation | Before to establish new charges, the Civil Aviation Authority assesses existing charges and takes into account a traffic analysis. The taxes and charges that are not consulted with the Civil Aviation Authority are not taken into account. |
| Training | Support ICAO efforts to quantify personnel shortages (Doc 9956) | |
| Training | Support ICAO capacity-building initiatives: Next Generation of Aviation Professionals (NGAP), Human Resources Development Fund (HRDF) | Benin encourages and supports the cooperation among ICAO Member States for the strengthening of the technical staff. Benin joined to AFCAC Human Resources Development Fund for Africa. Besides, Benin devotes substantial resources for capacity building for civil aviation officers. |
| Training | Use ICAO air cargo-specific training, including dangerous goods | Air cargo training is oftenly provided to security officers and staff from the Civil Aviation Authority as part of its safety oversight role. The relevant Dangerous Goods training is also provided to relevant personnel. |