



REPORT

First ICAO Meeting on Air Cargo Development in Africa
Lomé, Togo
5 to 7 August 2014



Site and duration of the meeting

1. The First International Civil Aviation Organization (ICAO) Meeting on Air Cargo Development in Africa was convened at the ECOBANK Conference Center in Lomé, Togo at 0900 hours on 5 August 2014. The Commissioner of Urban and Community Planning and Transport of the Western African Economic and Monetary Union (WAEMU), Mr. Augustin Tompieu-Zouo, the Secretary General of the African Airlines Association (AFRAA), Mr. Elijah Chingosho, the Vice President for Africa of the International Air Transport Association (IATA), Mr. Raphael Kuuchi, the Director General of the Airports Council International (ACI), Ms. Angela Gittens, the President of the African Civil Aviation Commission (AFCAC), Mr. Abdulai Alhassan, addressed the meeting.
2. His Excellency Mr. Arthème Séléagodji Ahoomey-Zunu, Prime Minister of the Togolese Republic, opened the meeting in the presence of Dr. Olumuyiwa Benard Aliu, President of the Council of ICAO and His Excellency Mr. Ninsao Gnofam, Minister of Public Works and Transport of the Togolese Republic. The meeting completed its work on 7 August 2014.

Attendance

3. The meeting was attended by 364 participants from twenty-two States, as indicated in Appendix C (Benin, Burkina Faso, Cameroon, Chad, Congo, Côte d'Ivoire, France, Gabon, Gambia, Ghana, Kenya, Mali, Mauritania, Morocco, Niger, Nigeria, Senegal, South Africa, Sudan, Tanzania, Togo, Uganda), ten regional and international organizations (ACI, AFCAC, AFRAA, the Agency for Air Navigation Safety in Africa and Madagascar (ASECNA), the Economic Community of West African States (ECOWAS), the International Federation of Freight Forwarders Associations (FIATA), IATA, The International Air Cargo Association (TIACA), WAEMU, the World Customs Organization (WCO)) and fifty-two private entities.

Officers and Secretariat

4. Mr. Dokisime Gnama Latta, Director General, National Civil Aviation Administration (NCAA), Togolese Republic, was elected Chairman of the meeting by acclamation.
5. Mr. Boubacar Djibo, Director of the Air Transport Bureau of ICAO, served as Secretary of the Meeting. Mr. Frédéric Malaud and Ms. Mara Keller acted as Assistant Secretaries. Discussions during the meeting were conducted in French and English.



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Outcome of the meeting

6. The meeting resulted in the adoption of the following two documents:
 - The Declaration on Air Cargo Development in Africa: Key Milestones (Appendix A).
 - The Action Plan describing the follow-up work approved by the meeting (Appendix B).
7. The President of the ICAO Council, Dr. Aliu, and all participants expressed sincere gratitude to the Government of the Togolese Republic, to the Director General and all staff of the NCAA for the excellent preparatory work and fine conditions in which the meeting was conducted.
8. During the closing ceremony, Mr. Moumouni Dieguimde, the Representative of Burkina Faso on the Council of ICAO, spoke on behalf of Dr. Aliu, who returned to Montréal for urgent matters. The Director General of ACI, Ms. Angela Gittens, the Commissioner of Urban and Community Planning and Transport of the WAEMU, Mr. Augustin Tompieu-Zouo and the Regional Director of the ICAO Regional Office for Western and Central African (WACAF) in Dakar, Mr. Mam Sait Jallow, addressed the meeting. The Representative of TIACA, Mr. Vladimir Zubkov, read a letter of congratulations from the Secretary General of TIACA.
9. This provisional report was read by the Director General of the National Civil Aviation Administration of Mauritania and Chairman of the Regional Aviation Safety Group for African-Indian Ocean (AFI RASGs), Mr. Monane Mohamed El Hacem Aboubekrine Seddigh.
10. At the kind invitation of Ethiopia, the second ICAO Meeting on Air Cargo Development in Africa will be held in Addis-Ababa in 2016. The Chairman of the first meeting will be responsible for the implementation of the action plan and will report to the second meeting.

Appendices

- Appendix A: The Declaration on Air Cargo Development in Africa: Key Milestones.
 - Appendix B: The Action Plan describing the follow-up work approved by the meeting.
 - Appendix C: List of Delegates
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APPENDIX A



DECLARATION

First Meeting on Air Cargo Development in Africa (Lomé, Togo, 5-7 August 2014)

Declaration on The Development of Air Cargo in Africa: Key Milestones

Air cargo is a catalyst for economic growth. Roughly 35 per cent of global trade by value is transported via air. Airfreight has allowed otherwise remote African regions to access world markets for agricultural and other products. The success of many economies and operations depends on rapid and reliable delivery in the best possible conditions – and airfreight is often the only transportation means to fulfil these requirements. Air cargo routes provide African countries with quick and efficient access to worldwide supply chains and markets and destinations throughout the continent. It is projected that freight traffic to, from and within Africa will be growing at a pace faster than the world's pace, with emphasis on the international traffic. This trend is indicative of how aviation is helping to expand global market access for African businesses.

The Decision relating to the implementation of the Yamoussoukro Declaration concerning the Liberalization of Access to Air Transport Markets in Africa (YD, Nov 1999), which was endorsed during the Assembly of Heads of African States held in Lomé, Togo, in July 2000, created the fundamental basis of Africa's strategy for the sustainability of air transport, through a harmonized air transport liberalization framework. Taking into consideration the principal features of air cargo transportation, the African States confirmed the goal to liberalize the access to air transport market in Africa in its entirety, including air cargo operations.

Further to the adoption of the YD and in addition to efforts to address fair competition issues at national level, a number of Regional Economic Communities, sub-regional bodies, AFCAC and the AU have contributed over the years, to the development of harmonized fair competition rules. These efforts need to be supported and their products made use of.

In order to identify 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, from 5 to 7 August 2014*. In conclusion to this Meeting, the Directors General of Civil Aviation of the participating States (the “**Participants**”) have decided, supported by air cargo stakeholders present, to state their common understanding of the vital importance of the contribution of air cargo to economic growth in Africa. They have resolved to affirm their intent for implementation of strategic decisions taken during the said Meeting in support of the sustainable development of air cargo transportation, through the signing of this Declaration.

The Opportunities for the development of Air Cargo in Africa

The Participants have identified a number of opportunities which demand further actions:

1. Considering that the air cargo is a catalyst for economic growth all steps are to be taken to foster air cargo services to allow air carriers to operate freely between points anywhere in Africa and beyond, in conformity with the YD.
2. Under a fully liberalized air cargo services environment, many new “highways in the sky” would be created, which would markedly expand the regional and global linkages between suppliers and customers and increase connectivity. Competitiveness would improve, foreign direct investment would increase, and economic development would accelerate.
3. The air cargo supply chain is a combined set of interconnected parties, locations, procedures, and information exchanges that enables cargo to move from its origin to its destination by air.

The Way Forward

Looking ahead, the Participants intend to optimize the benefits of air cargo through the following initiatives:

1. High priority should be given by States’ policymakers to the development of a favourable regulatory environment encouraging air cargo development as part of broader government sponsored aviation development and economic growth policy, coordinated across national borders in accordance with the ICAO worldwide framework.
2. Further liberalization of air cargo operations should be promoted through removal of restrictions on traffic rights and limitations on capacity in air services agreements and the relaxation of air carrier ownership and control rules. Work should be carried out with the respective bodies to stimulate faster ratifications of the Convention for the Unification of Certain Rules for International Carriage by Air signed in Montréal on 28 May 1999 (MC99) laying the foundation for the introduction of the electronic documentation.
3. Cooperation should be promoted between different units of the air cargo supply chain within States and on the international arena and cooperation fostered with our partner organizations: World Customs Organization (WCO), International Air Transport Association (IATA), Airports Council International (ACI), International Air Cargo Association (TIACA) and International Federation of Freight Forwarders Associations (FIATA) and African Airlines Association (AFRAA).

<p>4. Security and facilitation of air cargo need to go hand in hand. All parties have a shared responsibility to ensure that air cargo moves safely and securely throughout this chain. At the same time the cargo flow should not be restricted by the lack of effective implementation of the YD and modern methods, like risk-based cargo security measures, E-freight, electronic air waybill (AWB) and electronic transfer of data should be implemented.</p> <p>5. The infrastructure and intermodal transport services play a vital role in political, economic and social development as well as the integration of Africa. While the access to capital remains an issue, ways exist for making projects attractive not only for government financing, but also for joint ventures, like public private partnerships.</p> <p>6. States should give due regard to the distinct features of air cargo services when exchanging market access rights in the framework of air service agreements and grant appropriate rights and operational flexibility so as to promote the development of these services. The removal of the regulatory restrictions on route rights, capacity and designation will allow the existing air cargo operators and new entrants to serve formerly restricted markets and to compete on the basis of price and improved service.</p> <p>7. The economic benefits of further opening the aviation market, in accordance with the YD, would include the multiplier effects generated by additional air cargo transportation for economic activities and would facilitate the inclusion of remote African countries or regions in international trade. But, if aviation charges and taxes are too high, its ability to be an economic catalyst may be compromised.</p>	<p>4. The current security and facilitation requirements in the national security programmes should be reflected; the risk management and coordination with the partner organizations working in the supply chain should be implemented, in particular national regulations should be aligned with the WCO Kyoto Convention. Wide use should be made of such tools as electronic submission of data on goods passing borders, E-freight and AWB.</p> <p>5. Considering the importance and role of infrastructure to support continued development of airports and intermodal transportation infrastructure to meet the demand for air cargo services, full consideration should be given to the available practices for attracting public and private capital.</p> <p>6. Due consideration should be given to the particular importance of air cargo for economic development in long-haul destinations and landlocked or island countries.</p> <p>7. The impact of taxes, charges and other levies on aviation, and thus on economic growth and jobs should be assessed, and action taken in order to limit their possible adverse impact on the growth and development of air cargo services.</p>
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<p>8. New developments in the cargo sector such as new systems, procedures, aircraft performance capabilities, renewable fuels, new supporting infrastructure, a new way to do business and the dynamic surge of e-Cargo create the need for high level educated and skilled professionals to cope with these developments in order to sustain the economic growth in Africa.</p>	<p>8. The urgent need should be recognized to strengthen the continent's expertise, to invest in qualified personnel and promote gender diversity through training to cater to the needs created by the modernization and growing complexity of the air cargo sector. Active participation should be taken in the ICAO Next Generation of Aviation Professionals (NGAP) Symposium from 3-4 December 2014 in Montréal, Canada, and fully support the AFCAC initiative Human Resources Development Fund (HRDF) for Africa supported by ICAO.</p> <p>9. States that have not done so should be urged to accede to the Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment signed at Cape Town on 16 November 2001 to facilitate the acquisition of modern and fuel efficient aircraft including freighters, to ensure more economical, reliable and more environmentally friendly cargo operations.</p>
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The Participants, supported by air cargo stakeholders, have decided to meet at two year intervals, in order to assess the progress in implementation of the above actions and take new steps in furtherance of the above initiatives.

Adopted by the Meeting in Lomé, Togo, on 7 August 2014



Col. Latta Dokisime Gnama

Chairman of the Meeting



APPENDIX B

ACTION PLAN: FOLLOW-UP WORK TO MEETING



Actions	Timeframe	Participants	Notes
<p>Market access liberalization</p> <ul style="list-style-type: none"> Implement the Yamoussoukro Decision of 1999, particularly its provisions on air cargo services to: (i) liberalize market access; (ii) facilitate further liberalization of air cargo services. The Economic Community of West African States (ECOWAS) and the West African Economic and Monetary Union (WAEMU) having already a regulatory framework dedicated to the subject, carry-out an annual follow-up of the status of implementation of this action which could be reported to the appropriate entity of coordination of this Action Plan. Urge States to grant market access rights, including 7th freedom rights, for air cargo services. 	<p>Dec 2015</p> <p>Yearly basis</p> <p>Dec 2014</p>	<p>States, AFCAC, regional organizations, stakeholders with the support of ICAO</p>	
<p>Competition</p> <ul style="list-style-type: none"> Contribute to the ICAO Air Services Negotiation (ICAN) competition exchange forum for States to promote more compatible regulatory approaches. Support the efforts of Regional Economic Communities, the African Civil Aviation Commission (AFCAC) and the African Union to develop and apply fair competition rules and to promote more compatible regulatory approaches in international air transport. 	<p>On a yearly basis</p> <p>Continuous</p>	<p>States, AFCAC, regional organizations, stakeholders with the support of ICAO</p>	
<p>Air carrier ownership and control</p> <ul style="list-style-type: none"> Contribute to the development of international agreement to liberalize air carrier ownership and control. 	<p>Dec 2015</p>	<p>States, AFCAC, regional organizations, stakeholders with the support of ICAO</p>	



Actions	Timeframe	Participants	Notes
<p>Security and Facilitation</p> <ul style="list-style-type: none"> Use tools such as the electronic submission of data on goods passing borders, E-freight and electronic air waybill (AWB). Develop and implement Regulated Agent and Known Consignor's programmes at a national level, in relation with specific requirements established by States. Establish mechanisms to ensure the sustainable funding of security oversight functions at both State and regional levels. 	<p>Dec 2016</p> <p>As required</p> <p>Dec 2016</p>	<p>States, AFCAC, regional organizations, stakeholders with the support of ICAO</p>	
<p>Safety</p> <ul style="list-style-type: none"> Pursue implementation of the aviation safety targets for Africa adopted by the Conference of Ministers of Transport (Abuja, July 2012) and endorsed by the Assembly of Heads of State (Jan 2013). Establish mechanisms to ensure the sustainable funding of safety oversight functions at both State and regional levels. 	<p>Dec 2017</p> <p>Dec 2016</p>	<p>States, AFCAC, regional organizations, stakeholders with the support of ICAO</p>	
<p>Economics and funding</p> <ul style="list-style-type: none"> New mechanisms to ensure the sustainable funding of economic oversight functions at both State and regional levels. Promote growth of air cargo services, hence international trade and economic growth in Africa. 	<p>Dec 2016</p> <p>Continuous</p>	<p>States, AFCAC, regional organizations, stakeholders with the support of ICAO</p>	
<p>Infrastructure</p> <ul style="list-style-type: none"> Increase awareness of ICAO policies and guidance material on funding of infrastructure. Explore and implement effective financing mechanisms for infrastructure, such as Public Private Partnerships (PPP). Provide adequate infrastructure to accommodate the growth of air cargo on the continent. 	<p>Continuous</p> <p>Dec 2017</p> <p>As required</p>	<p>States, AFCAC, regional organizations, stakeholders with the support of ICAO</p>	
<p>Charges and taxes</p> <ul style="list-style-type: none"> Develop analysis and guidance on the impact of taxes and other levies imposed on air transport. 	<p>Dec 2016</p>	<p>States, AFCAC, regional organizations, stakeholders with the support of ICAO</p>	



Actions	Timeframe	Participants	Notes
<p>Training</p> <ul style="list-style-type: none"> • Use ICAO e-learning courses: air transport regulation, forecasting and statistics. • Use air cargo-specific training, including dangerous goods. • Participate at the ICAO Next Generation of Aviation Professionals (NGAP) Symposium from 3-4 December 2014 in Montréal. • Support the establishment of and participate effectively in the AFCAC initiative for Human Resources Development endorsed by the 3rd Session of the Conference of African Ministers of Transport (Malabo, April 2014) and the 24th Session of the AFCAC Plenary (Dakar, July 2014). 	<p>Dec 2015</p> <p>Dec 2015</p> <p>Dec 2014</p> <p>Continuous</p>	<p>States, AFCAC, regional organizations, stakeholders with the support of ICAO</p>	
<p>Promotion of/assistance to ratification of MC99</p>	<p>Continuous</p>	<p>ICAO</p>	
<p>Promotion of/assistance to ratification of Cape Town Convention 2001</p>	<p>Continuous</p>	<p>ICAO</p>	



APPENDIX C
LIST OF DELEGATES



STATES

Benin	M Guezodje	Niger	S. M. Ibrahima A. Seydou Yayé
Burkina Faso	N. Guissou M. Dieguimde	Nigeria	G. Igbambo
Cameroon	F. Nkom Ndum	Senegal	M. Ndiaye
Chad	B. G. Dadi	South Africa	P. Makuri N. W. Mathonsi
Congo	A. Itoumba-Seba S.-L. Nangho S. Montole	Sudan	M. Elmagadam
Côte d'Ivoire	K. D. Boussou S. Claon D. M'Baye D. H. H. Milan	Tanzania	W. Chiwawa
France	C. Yvinec	Togo	A. S. Ahoomey-Zunu N. Gnofam D. G. Latta
Gabon	A. Bouma M. Komba Yemba R. Oyane Mba R. Soungou	Uganda	J. Kanyunyuzi
Gambia	B. Cham P.W. Jobe		
Ghana	D. Acquon		
Kenya	J. Ndungu P. Makuri W. Simbah		
Mali	I.S. Maiga B. S. Traore		
Mauritania	M. M. E. Aboubekrine Seddigh		
Morocco	S. Lemsioui Y. Taouragt		



INTERNATIONAL & REGIONAL ORGANIZATIONS

Airports Council International (ACI)	A. Gittens P.K. Komla
African Civil Aviation Commission (AFCAC)	A. Alhassan F. Onyeyiri
African Airlines Association (AFRAA)	E. Chingosho
Agency for Air Navigation Safety in Africa and Madagascar (ASECNA)	N. Ouro-Loga E. Kelewou E. Limazie
Economic Community of West African States (ECOWAS)	P.-A. M. Ganemtoré
International Federation of Freight Forwarders Associations (FIATA)	W. Gottlieb
International Air Transport Association (IATA)	R. Kuuchi S. Fatokun
International Civil Aviation Organization (ICAO)	O. B. Aliu B. Djibo M. S. Jallow F. Malaud M. Keller
The International Air Cargo Association (TIACA)	V. Zubkov
West African Economic and Monetary Union (WAEMU)	A. Tompieu-Zouo I. Seka D. Bah-Traore
World Customs Organization (WCO)	P. N. Pandey