



AIR TRANSPORT AN ENGINE FOR DEVELOPMENT

Boubacar Djibo,
Director Air Transport Bureau, ICAO
3 February 2014,



Doc 7300/9



**Convention on
International Civil Aviation**

**Convention relative à
l'aviation civile internationale**

**Convenio sobre
Aviación Civil Internacional**

**Конвенция о международной
гражданской авиации**

This document supersedes Doc 7300/8.
Le présent document annule et remplace le Doc 7300/8.
Este documento reemplaza el Doc 7300/8.
Настоящий документ заменяет Doc 7300/8.

Ninth Edition – Neuvième édition – Novena edición – Издание девятое — 2006

International Civil Aviation Organization
Organisation de l'aviation civile internationale
Organización de Aviación Civil Internacional
Международная организация гражданской авиации

Chicago, 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;



ICAO Strategic Objective

Economic Development of Air Transport

- To foster the development of a sound and economically viable air transport system
- New SO reflects the need for ICAO's leadership in developing and harmonizing the global regulatory framework
- Helps focus ICAO's work to meet the needs of Member States and aviation stakeholders

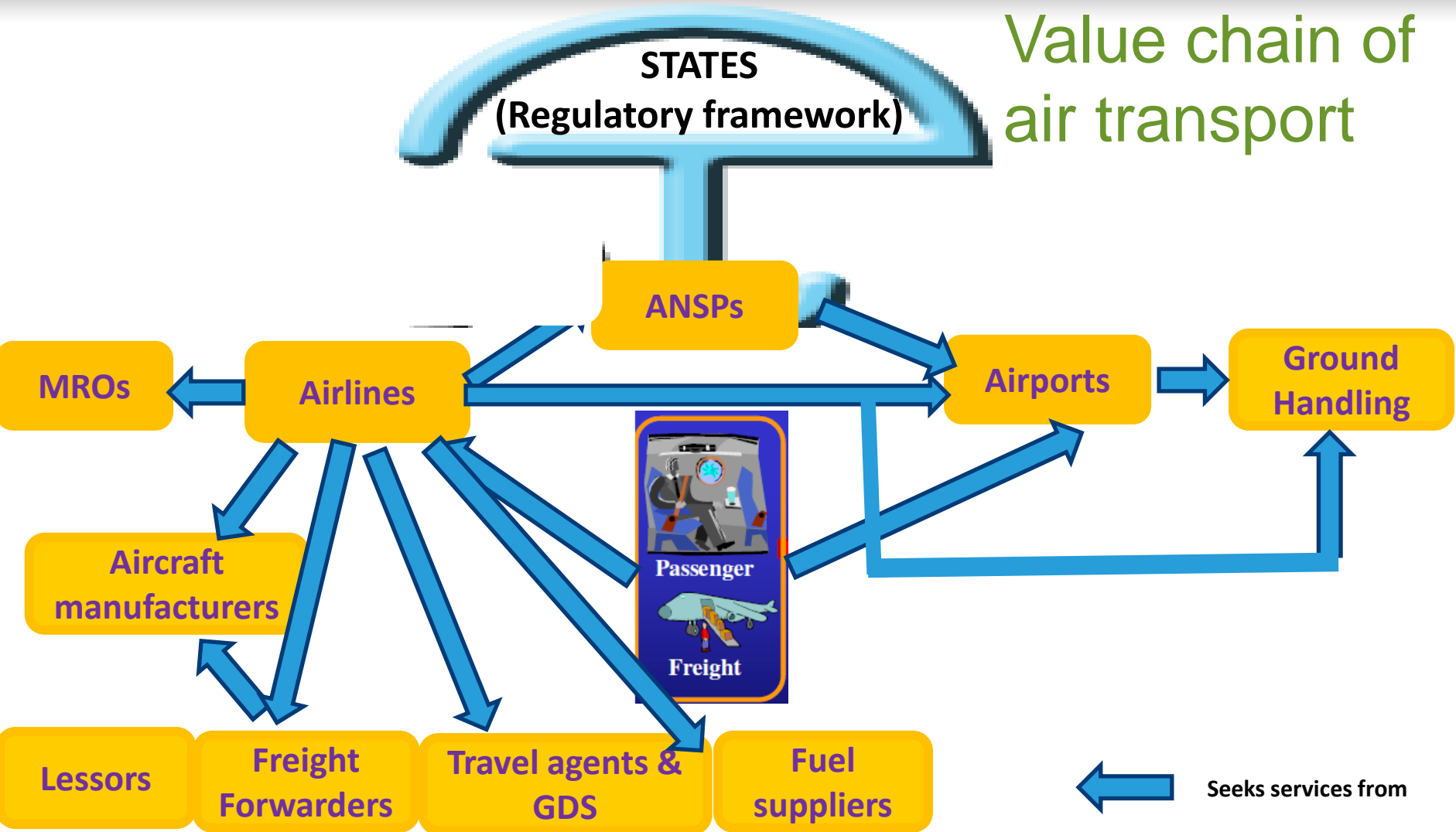


Economic Development of Air Transport

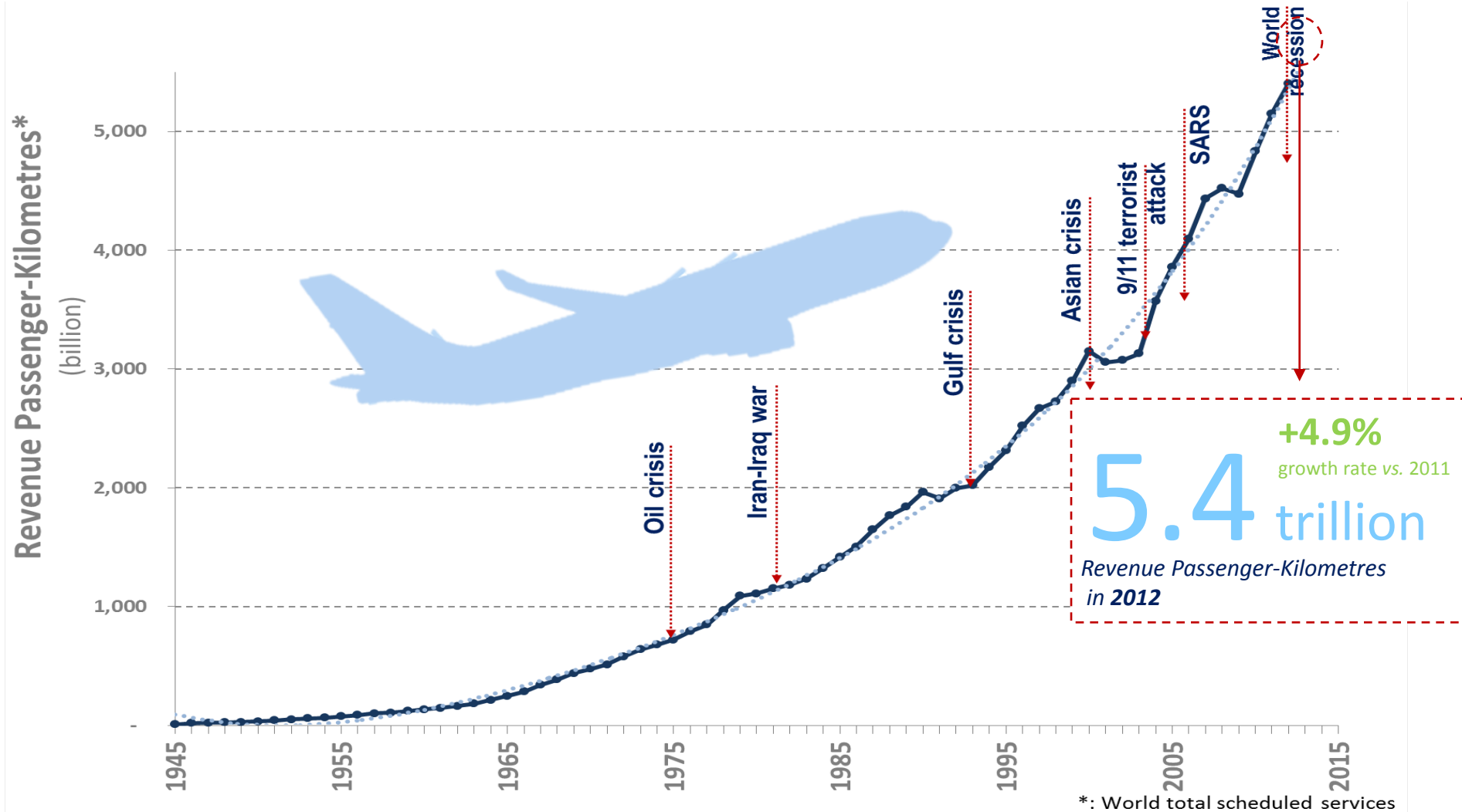
Key activities comprised under the SO :

- Economic policy, air transport regulation and oversight:
 - Develop air transport policy/guidance
 - Promote harmonization
- Financing of the air transport system (user charges and taxes)
- Funding of air transport infrastructure
- Aviation data, forecasting and analysis
 - Collect and disseminate data and statistics
 - Develop traffic forecasts
 - Conduct economic analysis

Value chain of air transport



Continuous growth of air traffic





- 3 billion passengers

52% of tourists travel by air ⁽¹⁾

- 49 million tonnes of freight

Air freight in the international trade: 0.5% in volume and 35% in value ⁽²⁾

- 1 000 scheduled airlines

- 25 000 aircraft in service

- More than 4 000 airports

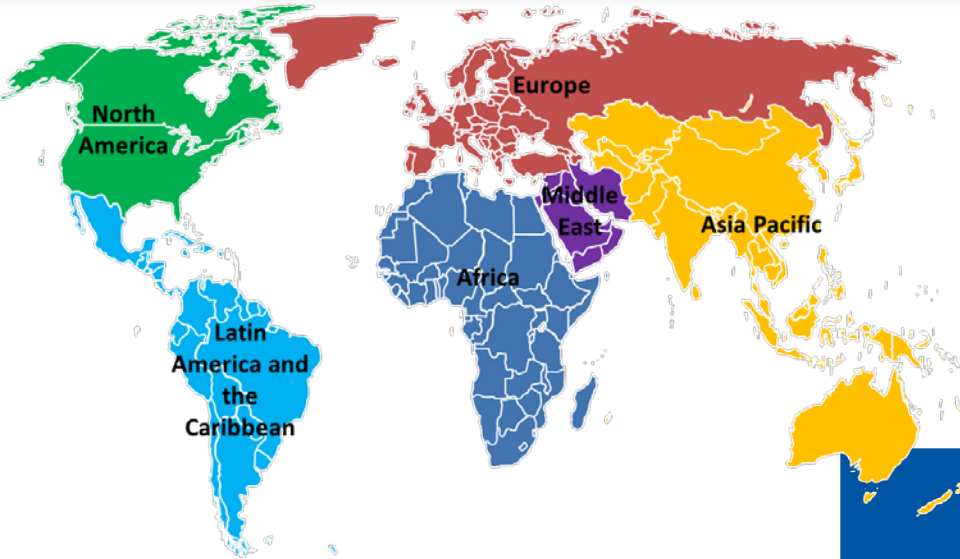
- 170 air navigation centres



(1): source: UNWTO

(2): source: ATAG

Traffic is for scheduled services in 2012



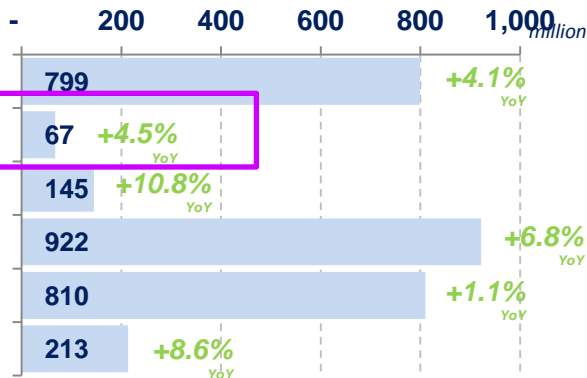
2012 Regional distribution *(preliminary figures)*
Revenue Passenger-Kilometers

2012 Regional distribution

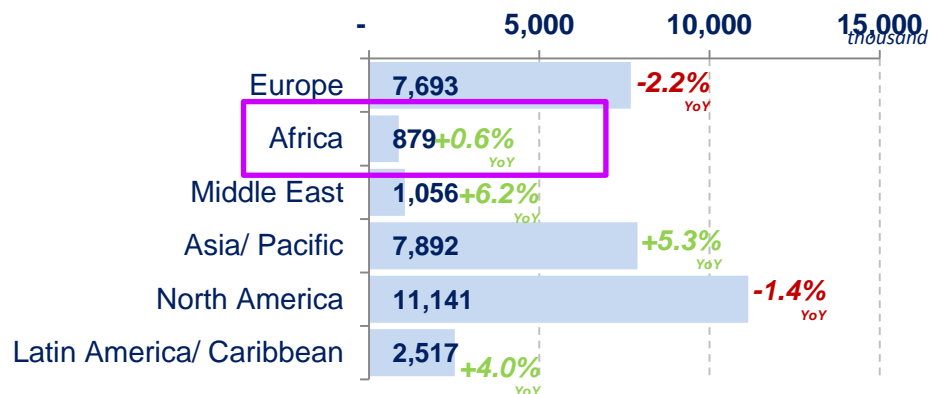
Region	% world traffic	annual growth 2012 vs. 2011
Asia and Pacific	30%	+6.9%
Europe	27%	+4.9%
North America	27%	+1.2%
Middle East	8%	+16.8%
Latin Am. & Caribbean	5%	+8.4%
Africa	2%	+6.7%



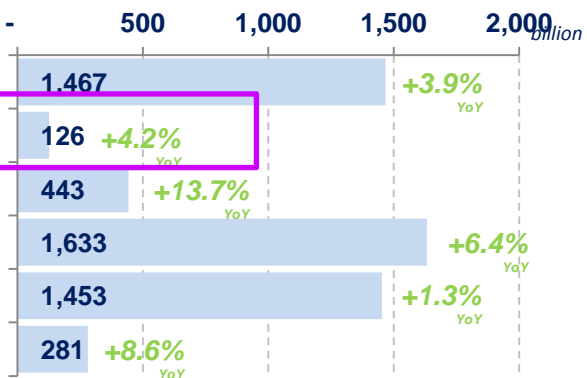
The world of air transport in 2012 Africa share*



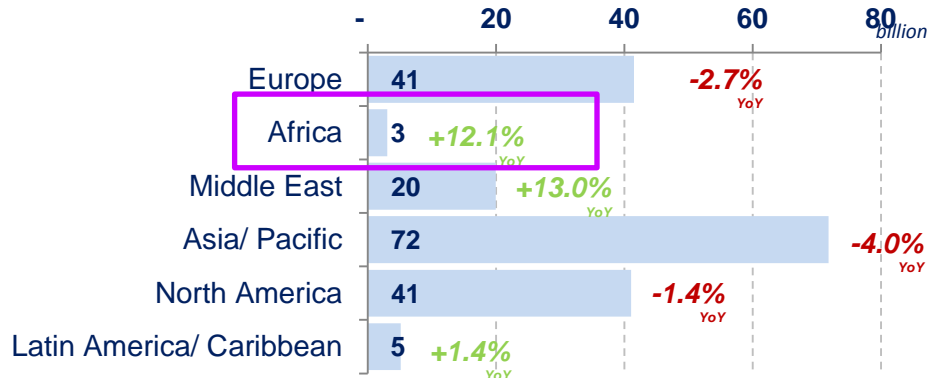
Passengers carried



Aircraft departures



Revenue Passenger-Km



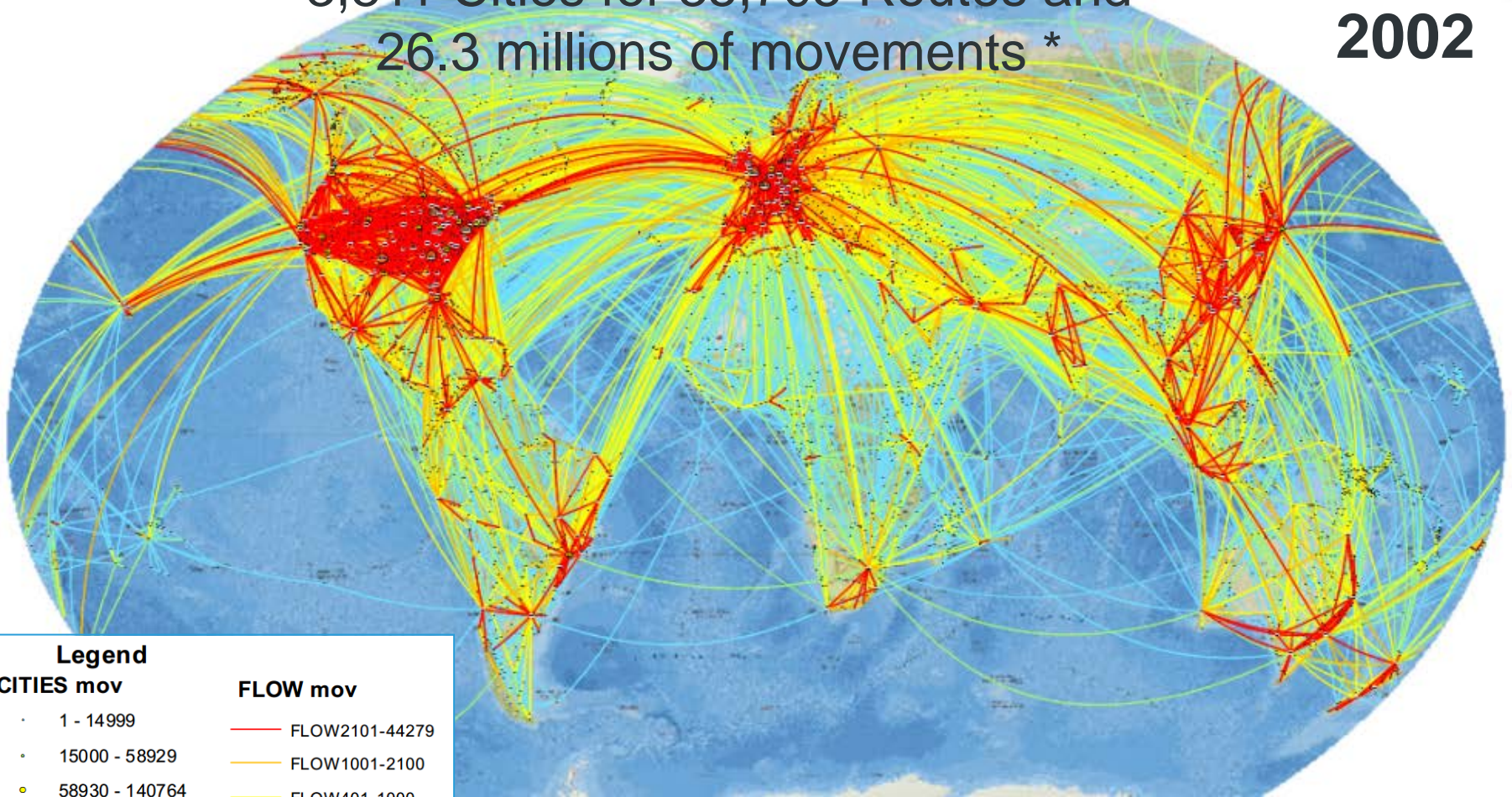
Freight Tonne-Km

*: by region of registration



3,811 Cities for 35,705 Routes and
26.3 millions of movements *

2002



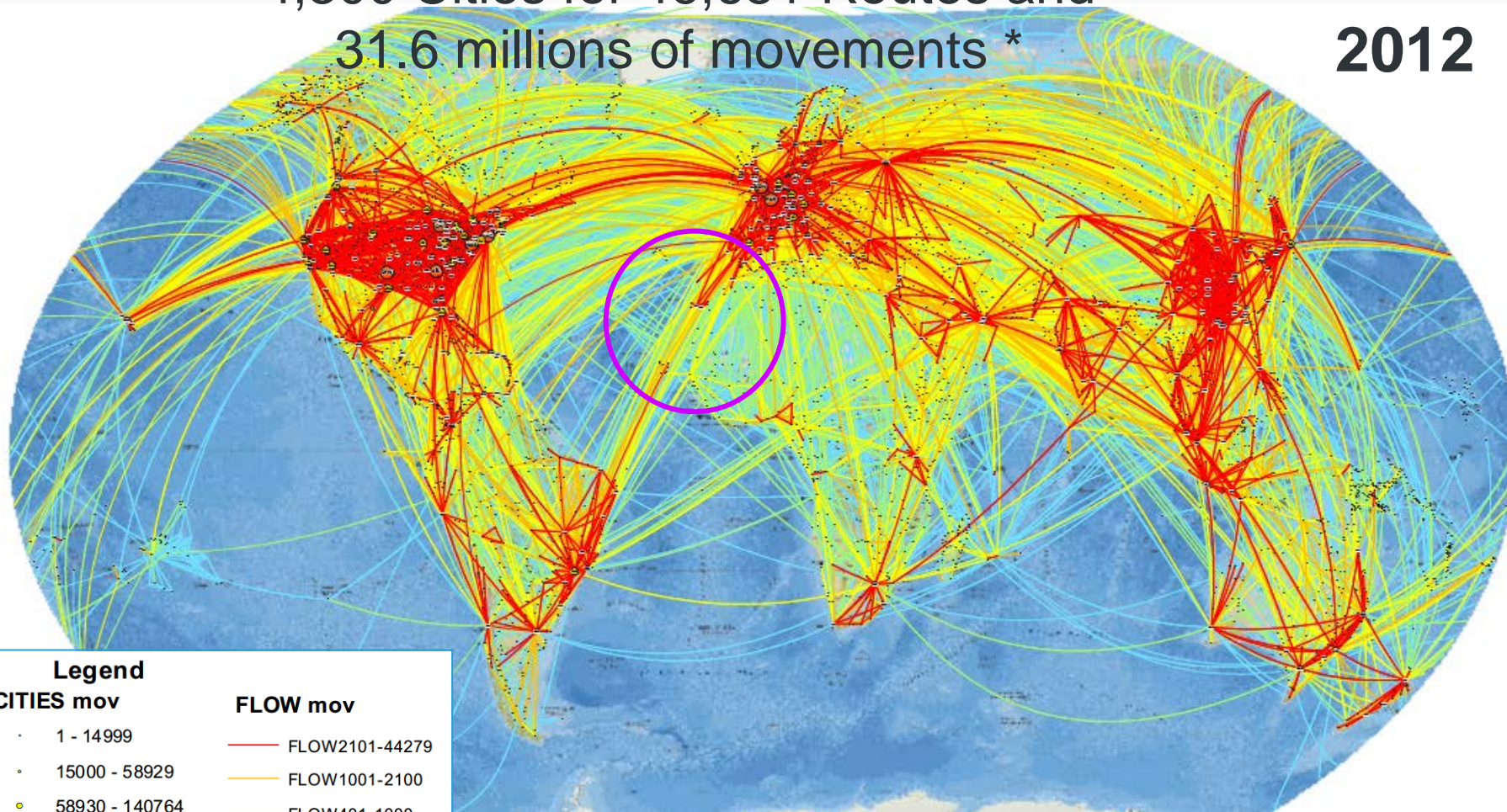
Legend	
CITIES mov	FLOW mov
· 1 - 14999	— FLOW2101-44279
· 15000 - 58929	— FLOW1001-2100
· 58930 - 140764	— FLOW401-1000
· 140765 - 303197	— FLOW166-400
· 303198 - 556306	— FLOW1-165

*Based on OAG data



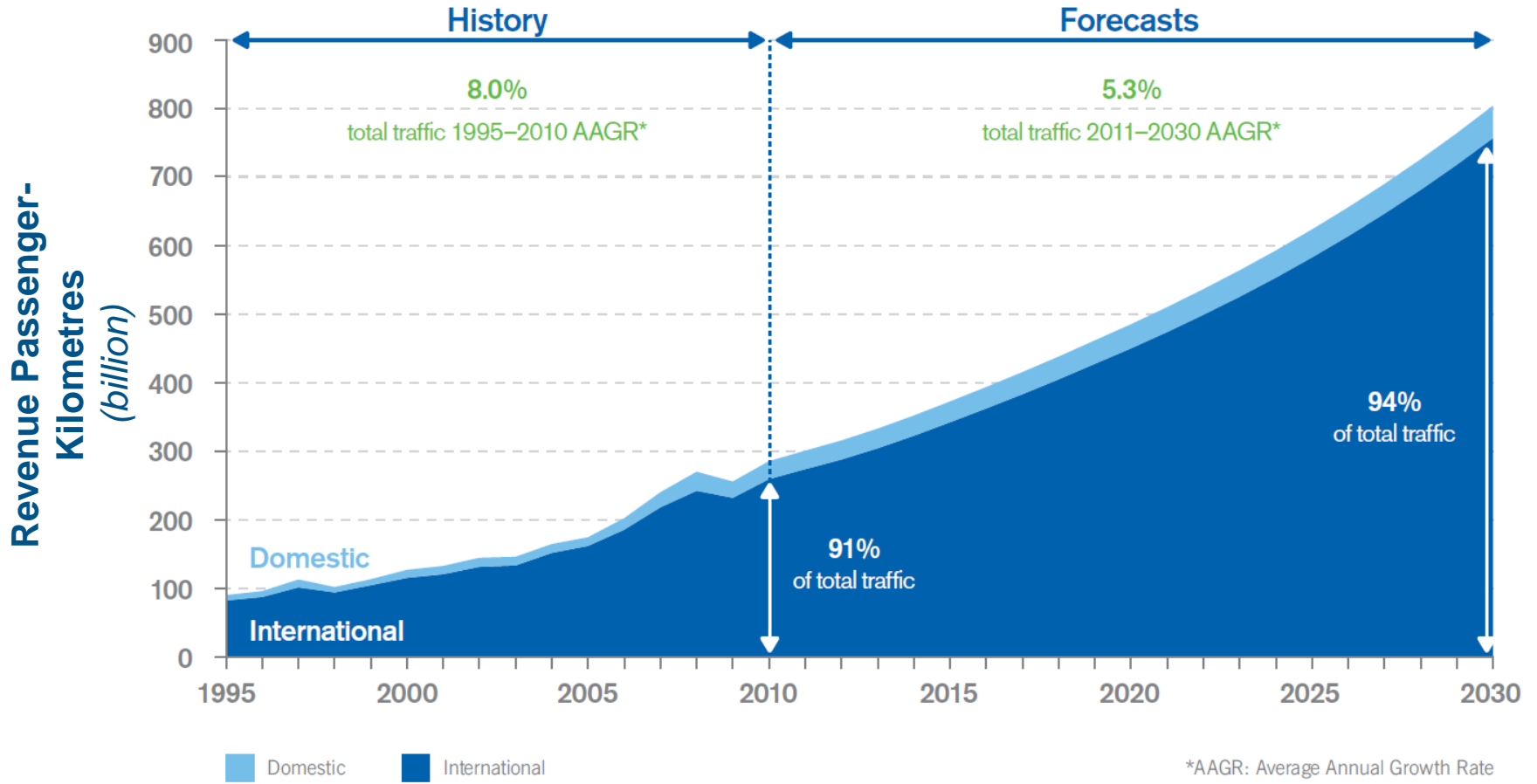
4,300 Cities for 46,651 Routes and
31.6 millions of movements *

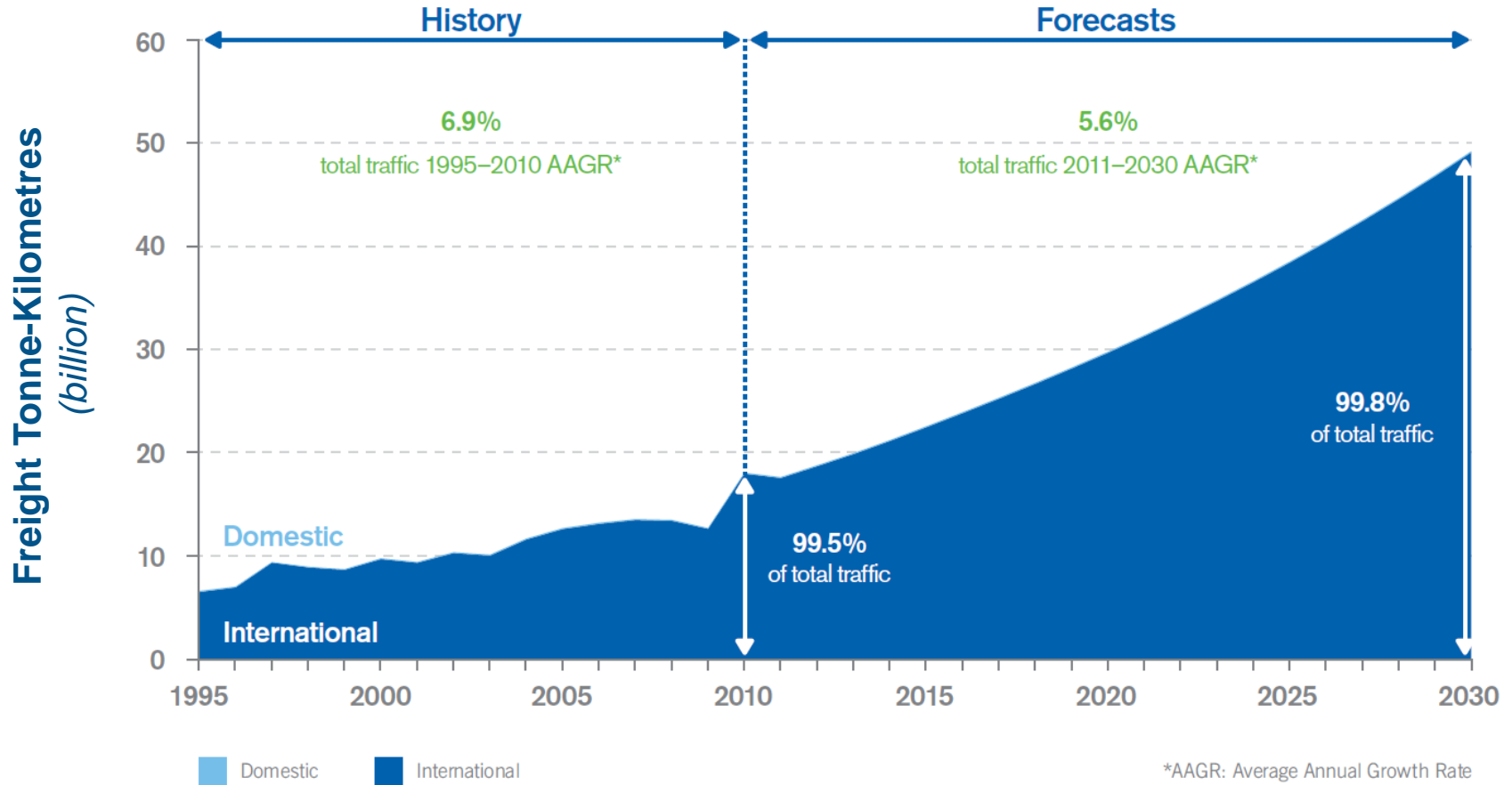
2012



Legend	
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*Based on OAG data







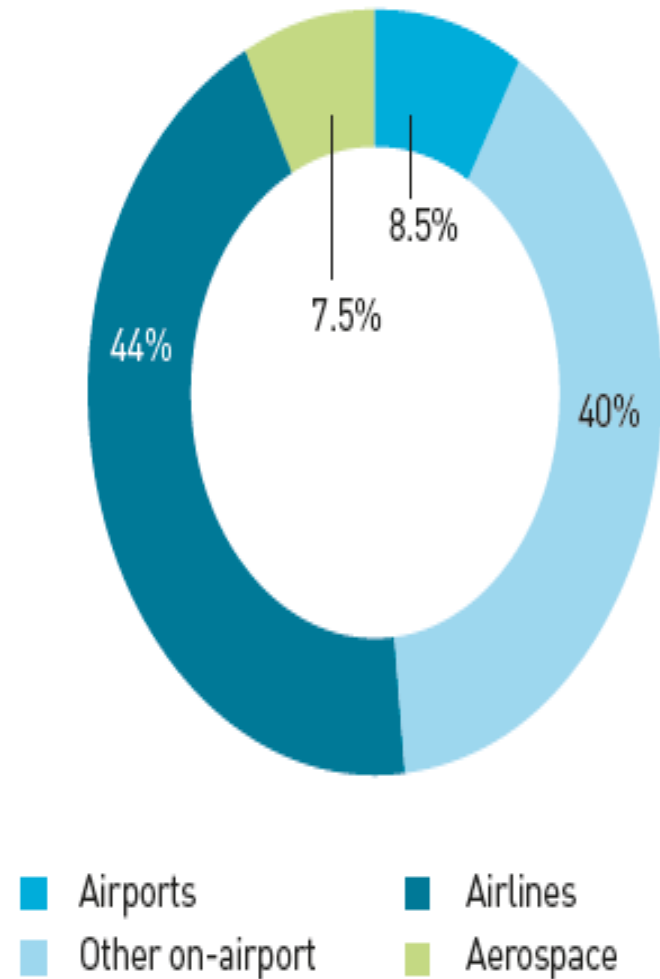
257,000 direct jobs created by air transport in Africa (2010)

113,000 (44%): airlines, handling agents (flight crews, maintenance, reservations)

104,000 (40%): governments agencies (customs, security) or services (restaurants, hotels) on airports

21,000 (8.5%): airports (management, maintenance, etc...)

19,000 (7.5%): civil aerospace sector (manufacture of aircraft systems, components, airframes and engines)



Source: ATAG, 2012

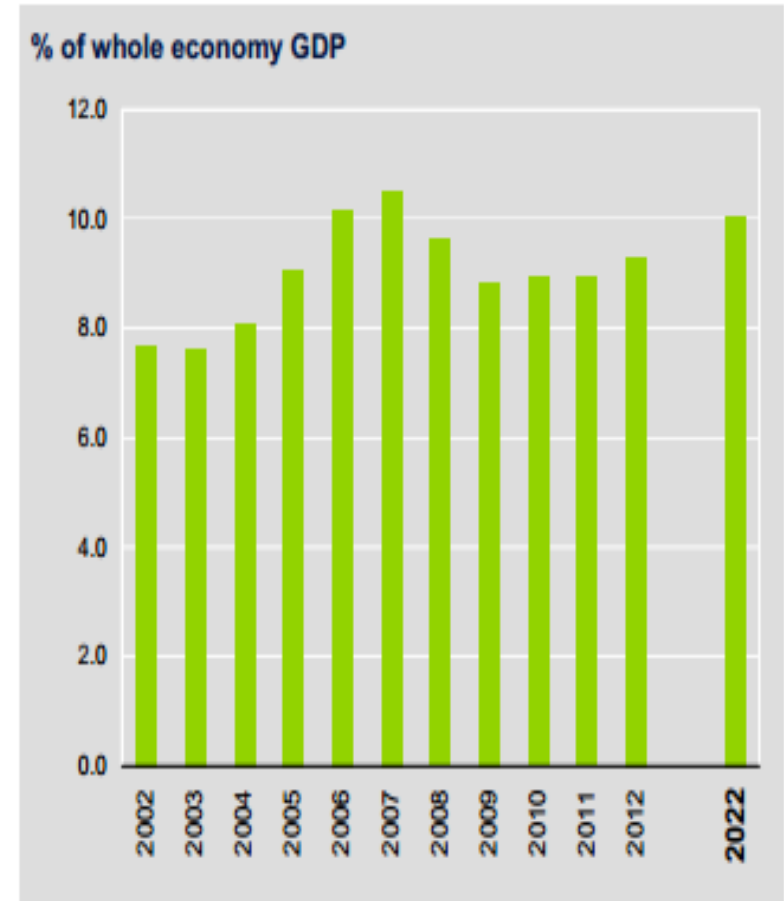


Contribution of travel and tourism to Moroccan GDP

Direct contribution of travel and tourism 2011:

MAD 71.8 billion (USD 8.69 bn)
reflecting 8.9% of GDP

Including economic activity generated by industries such as hotels, travel agents, airlines and other passenger transportation services



Source: World Travel and Tourism Council 2012

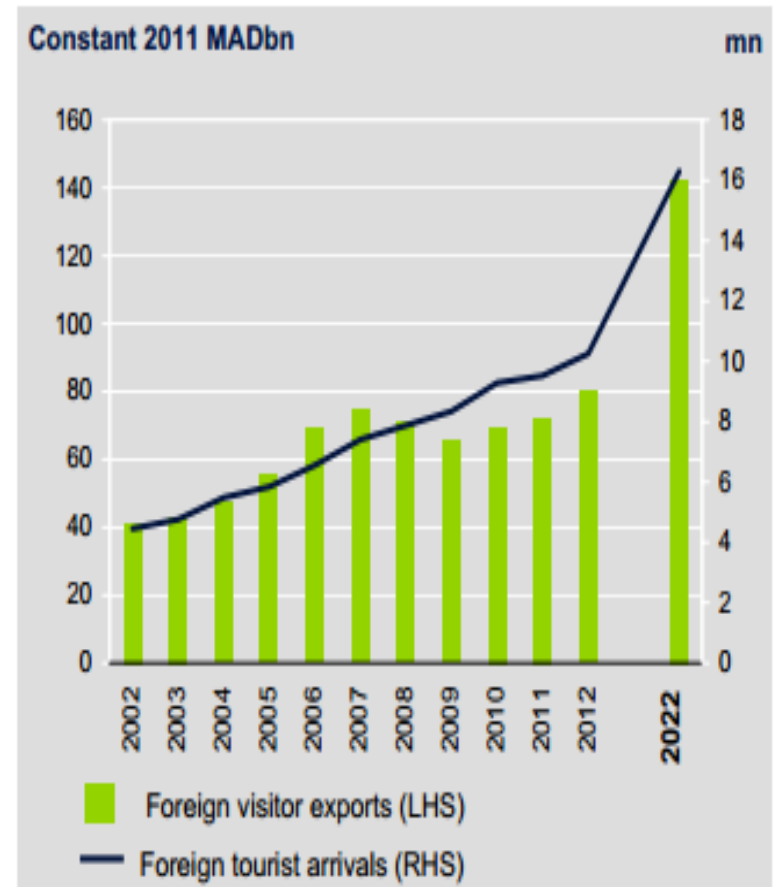


Visitor exports and international tourist arrivals

As key element to the direct contribution of Travel & Tourism.
Visitor exports in 2011:

MAD 72.3billion (USD 8.75 bn)

By 2022, international tourist arrivals are forecast to total 16,304,000 – generating expenditure of MAD 142.5 billion (USD 17.25 bn)



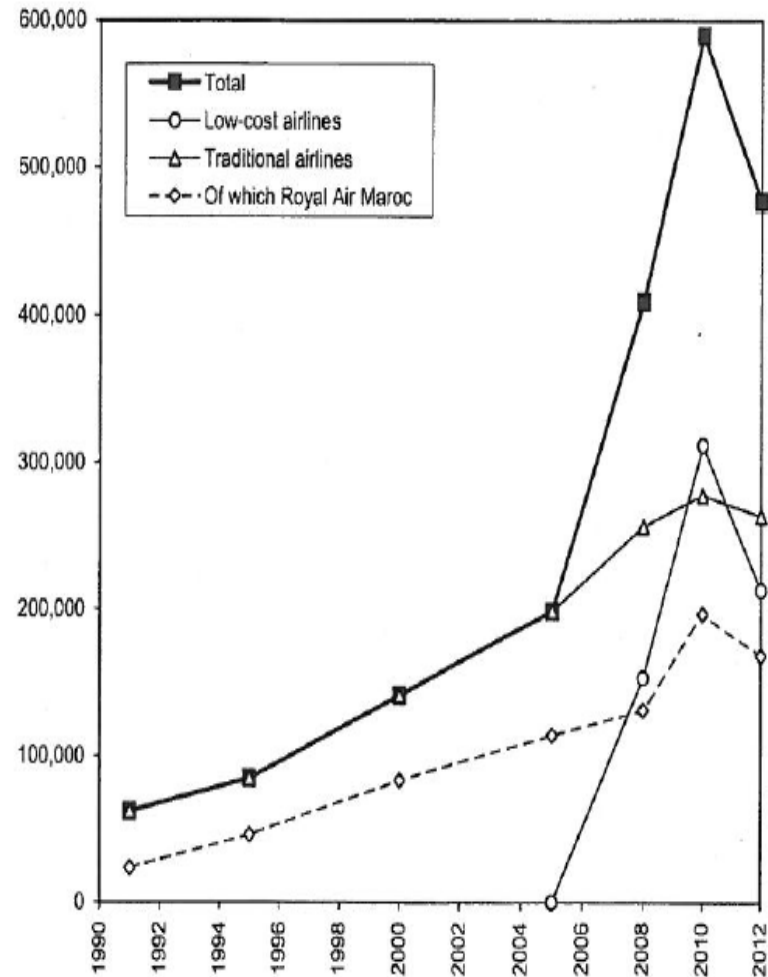
Source: World Travel and Tourism Council 2012



- Increase tourist business through volume expansion and market diversification
 - Expansion of aviation in terms of volume and route
 - Decrease in price for air transport
- ⇒ Liberalization of air transport

Impact of the multilateral agreement EU-Morocco

- Signed 12 December 2006
- Liberalization of air has led to
 - expansion of low cost carriers
 - strong increase in air services in terms of seats and routes

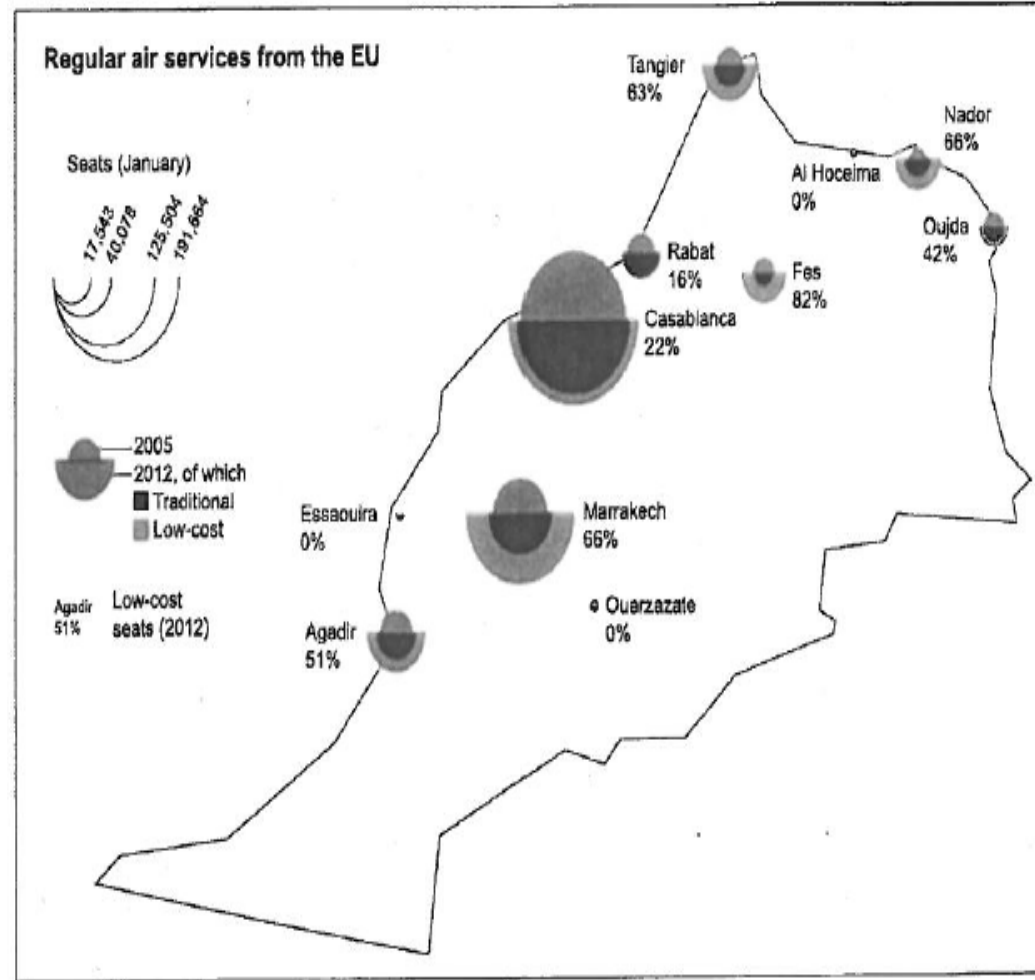


Source: F.Dobruszkes, V.Mondou / Journal of Air Transport 29 (2013) 23-24 (no. of seats supplied on January)

Impact on EU-Morocco regular air services at the Moroccan city level 2005 and 2012

Impact of the multilateral agreement EU-Morocco

- Increases on air traffic from EU to Moroccan cities
- Benefit for regional airports serving tourist areas/secondary cities
- Mainly due to low cost carriers





- **Agence de Presse Africaine - 20 janvier 2014**
- La Royal air Maroc (RAM) a renforcé son trafic aérien vers l'Afrique avec l'ouverture d'un vol à destination de N'Djaména, le premier du genre entre Casablanca et la capitale du Tchad, a appris APA.
- En 2014, la RAM compte ouvrir deux autres nouvelles liaisons africaines directes avec le Kenya et l'Afrique du sud.



- **Royal Air Maroc met le paquet sur l'Afrique subsaharienne 2014-01-25**
- «2014, année de l'Afrique» pour Royal Air Maroc.
- En fait, la RAM sait depuis quelques années déjà que l'Afrique, en particulier son espace subsaharien, s'est imposée comme son nouveau champ de croissance avec Casablanca pour hub ouvert sur tous les pays du monde. Ce faisant, elle a multiplié les ouvertures de nouvelles lignes pour couvrir, à fin 2013, une trentaine de destinations.
- Corrélativement, tous les indicateurs d'activité sont montés en flèche. De 550 000 en 2007, le nombre de passagers sur l'Afrique subsaharienne est passé à 850 000, dont 80% en continuation ; il est estimé à 900000 en 2013. Autre signe révélateur de la montée en puissance, 45% du chiffre d'affaires est réalisé en continuation vers la zone subsaharienne et le Maghreb.
- **La RAM est ainsi devenue la deuxième compagnie continentale après la Sud-africaine.** Plus qu'une compagnie marocaine, la RAM s'érige en transporteur panafricain. Et comme le potentiel de développement du transport aérien sur le continent est significatif -seulement 2 à 3% du trafic mondial pour 14% de la population mondiale-, elle a tout à y gagner.



- **Le Maroc séduit les touristes européens - 2014-01-31**
- Le Maroc vient de franchir la barrière des 10 millions de touristes annuels. En 2013, leur nombre a augmenté de 7% par rapport à 2012. C'est le ministre du Tourisme Lahcen Haddad qui l'a annoncé.
- Le tourisme est le deuxième secteur d'activité de l'économie après l'agriculture. Il emploie un demi million de personnes et contribue à 8% du PIB marocain. En 2013, les touristes ont généré des recettes de 5 milliards et demi d'euros. Ce sont les touristes européens qui ont provoqué l'embellie de l'an dernier. Italiens, Allemands et Britanniques se sont rués vers le Maroc qui bénéficie là de l'instabilité politique de ces derniers temps en Egypte et en Tunisie. Pour le seul mois d'août 2013, en pleine saison touristique, les recettes ont augmenté de 26% par rapport à août 2012.
- Dans les dix ans qui viennent, les autorités marocaines veulent faire entrer leur pays dans les vingt premières destinations touristiques mondiales. **Cela passe par une multiplication des rotations aériennes avec les principales destinations marocaines, Marrakech et Agadir.** Mais aussi par d'importants investissements évalués à environ 12 milliards d'euros.



CONNECTIVITY: AN IMPORTANT VALUE CHAIN TO STIMULATE AIR TRANSPORT DEVELOPMENT



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Definition of connectivity in air transport

Movement of passengers, mail and cargo involving the **minimum of transit points**

- which makes trip as **short** as possible
- with **optimal** user satisfaction
- at the **minimum** price possible

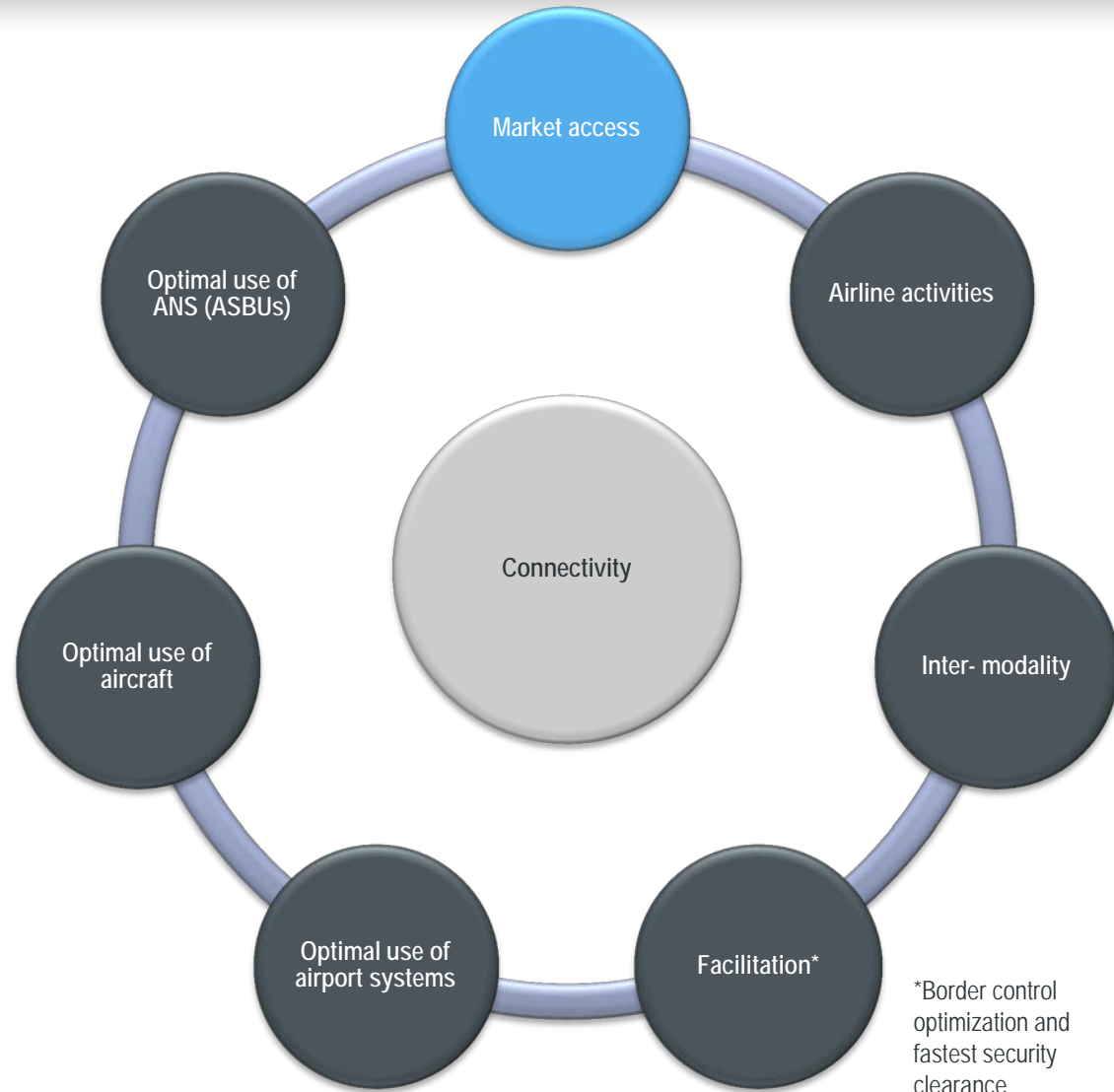


Connectivity components

In order to optimize connectivity a strong supporting framework is needed.

This includes

- market access (e.g. liberalization)
- optimal use of:
 - air navigations services (incl. ASBUs)
 - Aircraft
 - airport systems
 - facilitation and security
- intermodality
- airline activities



*Border control optimization and fastest security clearance

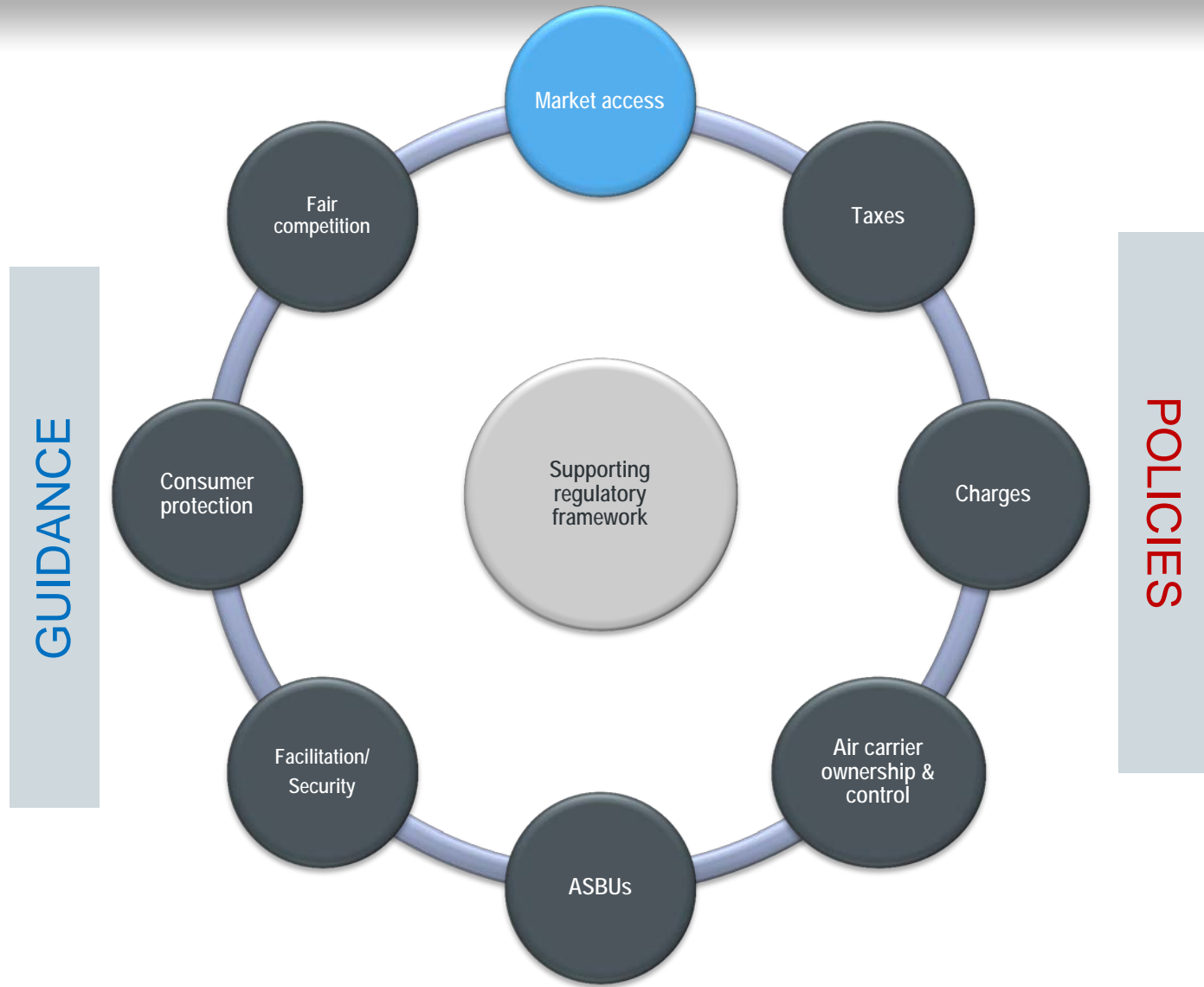


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The supporting regulatory framework: ICAO's contribution to connectivity

The supporting regulatory framework:
ICAO's contribution to connectivity





ICAO activities supporting connectivity (1)

- **Market access liberalization:** international agreements (including for cargo services)
- **Air carrier ownership and control:** international agreement to liberalize the current restrictions
- **Aviation system block upgrades (ASBUs):** improved access, better utilization of available capacity, reduced fuel burn
- **Facilitation:** need smooth transit through air transport system for passengers and cargo

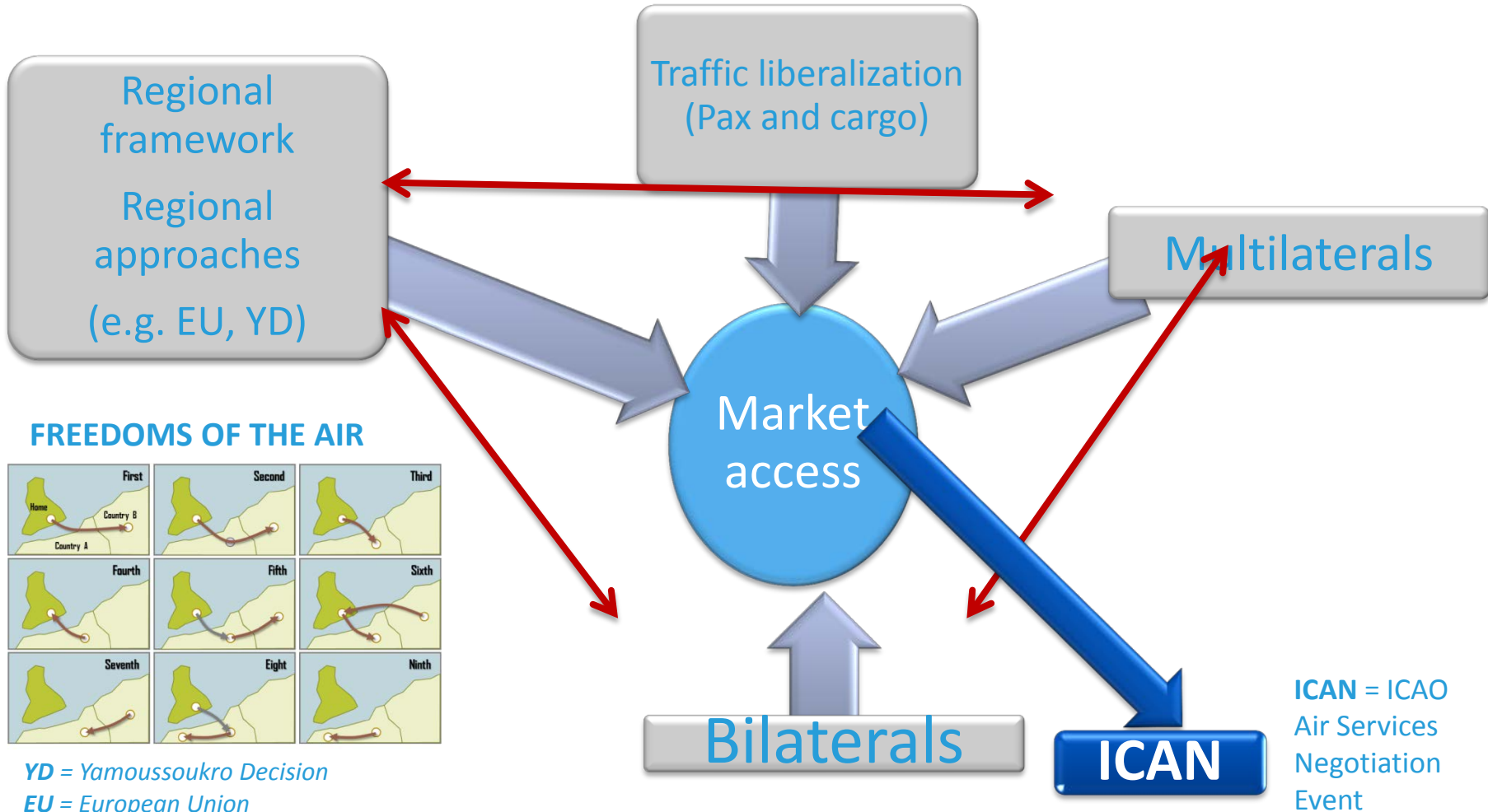


ICAO activities supporting connectivity (2)

- **Consumer protection:** ICAO to foster regulatory convergence through core principles (incl. price transparency)
- **Fair competition:** ICAO to facilitate exchange of best practices ICAO (ICAN competition seminar) and facilitate comparison between national and regional competition policies/practices (compendium)
- **User charges key principles** – cost-relatedness, transparency, consultation with users, non-discrimination
- **Taxation in line with ICAO policies** – «Not to kill the goose that lays the golden eggs»



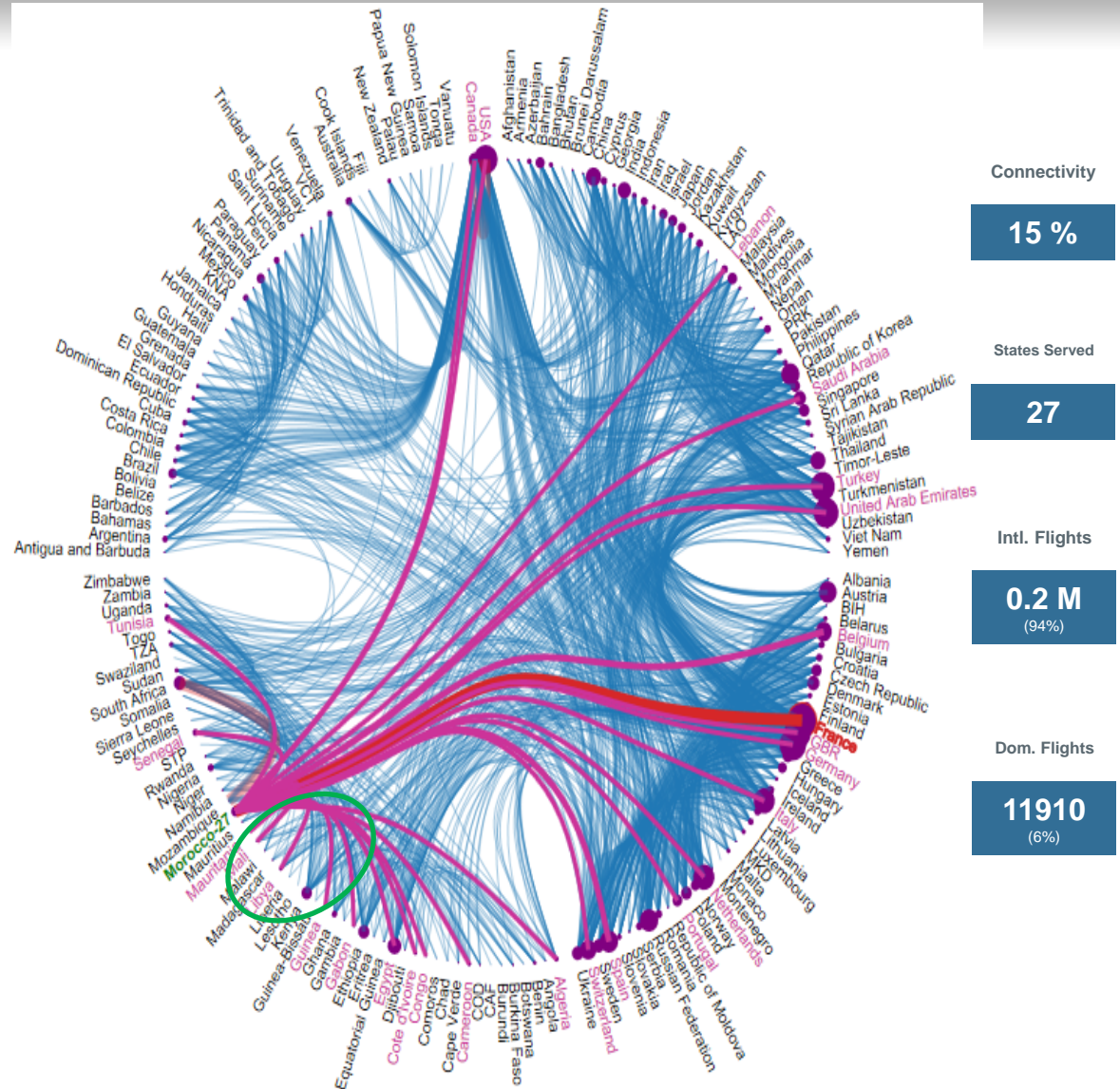
Market access - Supporting framework



Morocco: Connections status

How is Morocco connected globally ?

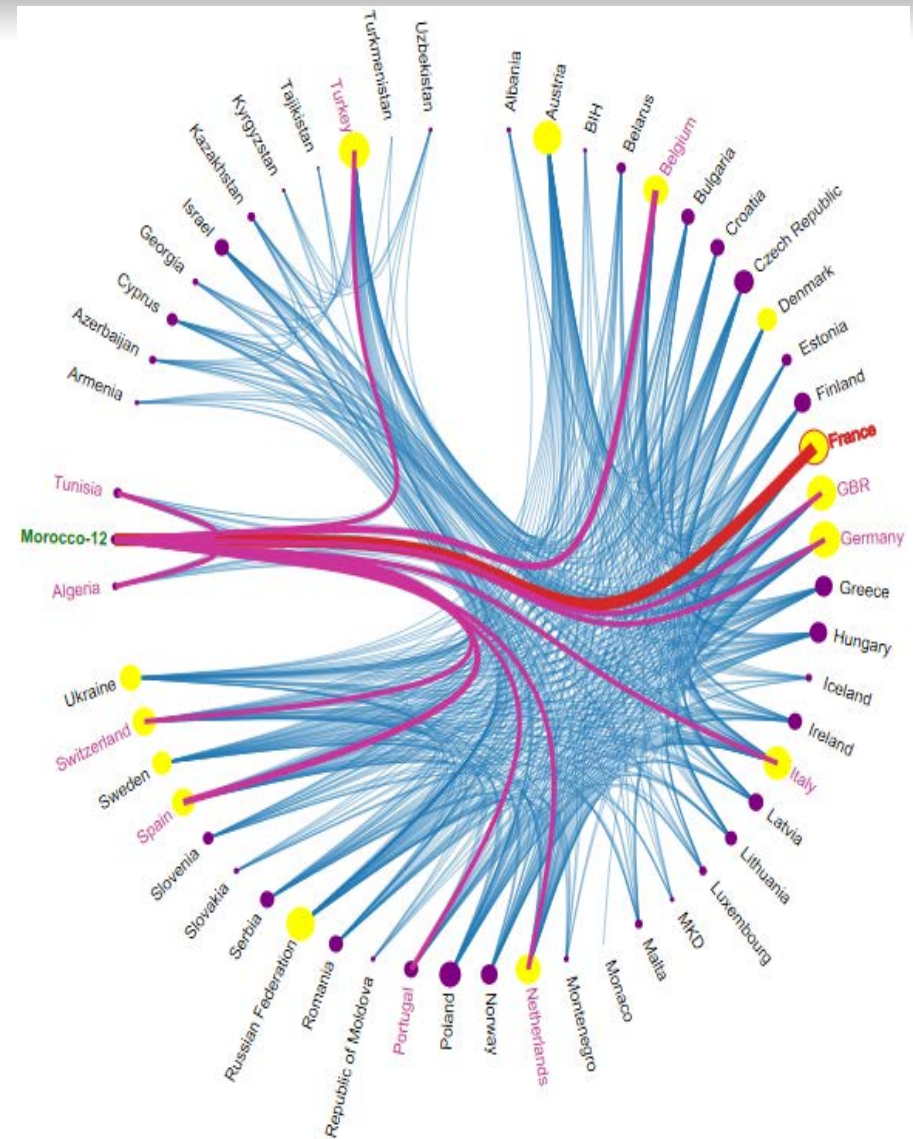
- 15% of the countries worldwide have direct connections to Morocco - equals 27 States
- France as the country with the most connections
- 94% of Morocco's flight connections are international



Morocco: Regional connection links

How is Morocco connected **within the EUR/NAT** group?

- 23% of the countries in the region have direct connections to Morocco - equals 12 States
- France as the country with the most connections, followed by Spain and Belgium
- 94% of Morocco's flight connections are international



Connectivity	23 %
States Served	12
Intl. Flights	0.2 M (94%)
Dom. Flights	11910 (6%)



Market access ⇒ Connectivity ⇒ Economic development

Connectivity brings concrete value ⇒ main purpose of air transport

If conditions are met:

- good end-user experience
- more travel
- more economic development
- and hence more traffic growth

Connectivity is in line with Chicago Convention Preamble

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;

Art. 44

d) Meet the needs of the peoples of the world for safe, regular, efficient and economical air transport;



- World Bank
Indicator on Air Transport Connectivity (ACI)
- WTO / WCO / TIACA / FIATA
Logistics Performance Index for Cargo Connectivity
- UNWTO / WTTC
Joint Statement “Hand in Hand for Sustainability”



Aviation & Tourism



Hand in Hand for Sustainability

Air transport and tourism are major contributors to global economic prosperity. In 2012, more than one billion tourists crossed international borders, more than half by air. The total number of international tourists, which includes both business and leisure travellers, is expected to reach 1.8 billion by 2030. This will further increase the demand for air transport services, with overall annual aircraft departures forecast to grow from today's 30 million to 60 million in 2030.

The symbiotic relationship between aviation and tourism is reflected at the global level in the respective mandates of the International Civil Aviation Organization (ICAO) and the World Tourism Organization (UNWTO). While ICAO sets standards and policies for aviation safety, security, efficiency, environmental protection and the economic development of air transport, UNWTO promotes tourism as a driver of economic growth and

sustainable development, offering leadership and support to the sector in advancing knowledge and tourism policies worldwide.

Accordingly, ICAO and UNWTO have decided to strengthen their collaborative efforts towards building a more sustainable future in all of the three pillars of the United Nations definition of sustainability – social, environmental and economic – and to position air transport and tourism as strategically interrelated sectors that benefit the global society they both serve.

To that end, the two Organizations – hereinafter referred to as "we" – affirm their common understanding and shared intent through the following Joint Statement on Aviation and Tourism, symbolically signed on the occasion of the official opening of the ICAO Sixth Worldwide Air Transport Conference, convened under the theme of "Sustainability of Air Transport".

A solid track record

ICAO and UNWTO are designated inter-governmental bodies responsible for aviation and tourism respectively. As sister agencies within the United Nations system, we together contribute to securing the social, economic and environmental pillars of sustainability.

In 1978, we entered into a Working Arrangement for consulting each other on questions of common interest, so as to ensure optimal coordination of activities and avoid duplication of efforts.

In 2010, we signed a Memorandum of Co-operation to strengthen collaboration in several areas of strategic importance to air transport and tourism:

- Security and facilitation for travellers.
- Promotion of investments in aviation infrastructure and safety.
- Crisis management.
- Health issues, including those pertaining to the spread of communicable diseases through travel.
- Sustainable development, including environmental protection, mitigation of, and adaptation to, climate change.
- Liberalization of international air transport.
- Economic studies on aviation and tourism, and their impacts on the economy.

A firm intention

Looking ahead, we intend to further optimize the benefits of aviation and tourism through:

- Maximizing synergies between air transport and tourism, while finding ways to continually enhance collaborative endeavours.
- Cooperating for the modernization of the air transport regulatory framework.
- Enhancing air transport connectivity further through cooperation:
 - Regarding visa and other travel document formalities and issuance, including the simplification of visa processing and the development of multi-State regional visas and e-visas;
 - For the improvement of air passenger flow management at airports;
 - For the implementation of the Essential Service and Tourism Development Route (ESTDR) concept.
- Contributing to the emergence of globally convergent rules on the protection of passengers, tourists and tourism service providers, within our respective mandates and the framework of existing or future international bilateral or multilateral agreements.
- Contributing to the reduction of greenhouse gas emissions from aviation and tourism.
- Giving due consideration to the particular importance of air transport for tourism development in long-haul destinations and landlocked or island countries.
- Assessing the impact of taxes, charges and other levies on aviation and tourism, and thus on global economic growth and jobs.

Working together on common issues will more effectively position aviation and tourism as leaders in the pursuit of sustainable development.

Signed in Montréal on 18 March 2013:

ICAO:

Mr. Raymond Benjamin, Secretary General

UNWTO:

Mr. Taleb Rifai, Secretary General



Economic development: Air transport and tourism

ICAO/UNWTO Joint Activities in Africa

56th UNWTO CAF Meeting and Regional Seminar on Tourism and Air Connectivity in Africa

Mon 28 April 2014 - Luanda - Angola

UNWTO/ICAO Joint Conference of African Ministers in charge of tourism and air transport

14 – 15 October 2014 – Victoria – Seychelles



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Merci, Thank You, Shukran,

Spasiba, Xie Xie, Gracias