



STATE AIR TRANSPORT ACTION PLAN SYSTEM (SATAPS) - GHANA

PRESENTATION
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INTRODUCTION

As part of ICAO's No Country Left Behind (NCLB) Initiative, Ghana has committed to the implementation of the State Air Transport Action Plan System (SATAPS), a database tool developed by ICAO for use by States and industry stakeholders to monitor the implementation of the Antananarivo and Lome Declarations. Consequently, Ghana has taken the necessary steps and has achieved progress towards the implementation of action plans which cover all the essential areas of air transport development addressed by the Declarations



INTRODUCTION Contd

with respect to: market access liberalization for passenger and air cargo traffic; alleviation of restrictions such as air transport competition; infrastructure development; ownership and control, non-physical barriers or other restraints to air transport freedom; infrastructure development; consumer protection; competition; safety and security; taxation and user charges; Aviation personnel capacity building; and fleet renewal.



GHANA'S STATE AIR TRANSPORT ACTION PLANS



Competition

- **Participation in ICAO Air Transport Symposium**

Ghana participated in the ICAO Air Transport Symposium (IATS) in March, 2016.

- **Implementation of Air Transport Operators Cooperation through codeshare/alliances**

Ghana approves such alliances and cooperation through code share arrangements – Ghana has registered about six (6) of such agreements.



Consumer Protection

- Ghana has ratified and subsequently domesticated the Montreal Convention, MC 1999, when it received Presidential assent in 2016.
- Ghana CAA Economic Directives is being finalized. Directives contain ICAO Core Principles on Consumer Protection.



Infrastructure Development

- The Government of Ghana has partnered with the private sector in the ongoing construction of Terminal 3 at Kotoka International Airport (KIA) in Accra and also in the establishment of the new national airline.
- A new ultra-modern cargo centre was also constructed in a public private partnership (PPP) arrangement between Ghana Airports Company Limited (GACL), Air Ghana Limited and Swissport International.



Market Access Liberalization

- Ghana grants 7th freedom traffic rights for air cargo services. Ghana is fully compliant with the YD in International Air Cargo Operations
- Ghana is among 19 States which have signed the Solemn Commitment on the full liberalization of air transport in Africa.



Safety

- Ghana has not recorded any Controlled Flight Into Terrain (CFIT) as well as Loss Of Control-Inflight (LOC-I) related accidents
- Ghana CAA is autonomous and has certified its international aerodrome (Dec, 2015); All Ghanaian registered scheduled airlines operators have obtained IOSA Certification; Ghana's level of implementation of the Universal Safety Oversight Audit Programme (USOAP) was over 64% as at 2006
- Development of the State Safety Program (SSP) is ongoing, however all service providers are implementing the Safety Management System (SMS).



Security And Facilitation

- Ghana has held discussions with IATA regarding training for Cargo operators to enable them migrate to the electronic AWB system, and achieved this initiative in April 2017 when it held its preliminary meeting with industry stakeholders as well as training sessions
- Ghana has developed a National Air Cargo and Mail Security Program for the implementation of the Regulated Agent and Known Consignor Regime (March, 2017)



Training

- Ghana is committed to building the Human Resources Development Fund (HRDF); Ghana makes an annual contribution to the Fund.
- Ghana applies the ICAO air cargo- specific training, including dangerous goods in its National Civil Aviation Security Training Program. Ghana also applies the IATA Dangerous Goods Regulations.



Significance Of SATAPS

After the second (2nd) Meeting on the Sustainable Development of Air Transport in Africa held in Accra (March 2017), it was noted that **10 African States** had so far displayed data on their activities with respect to the Antananarivo Declaration. States are thus encouraged to show and reinforce their commitment to support the Yamoussoukro Decision on air transport liberalization, using the SATAPS as a tool towards achieving the goal and ultimately subscribing to and implementing the AU Decision of a SAATM. States are further urged, in liberalizing access to air transport, to include air cargo operations.



Significance Of SATAPS Contd

- SATAPS serves as a road map for the full implementation of the Antananarivo and Lome Declarations.
- Harmonization of Action Plans - SATAPS is one of the easiest means to harmonize ICAO Member States' action plans for the subsequent harmonization of their Air Transport Regulations/Manuals. This in effect will guide the establishment of Single African Air Transport Market (SAATM)



Significance Of SATAPS Contd

- The collection of information through SATAPS and its subsequent analysis is designed to support States by
 - (i) monitoring progress towards implementation,
 - (ii) identifying priority areas for action; and
 - (iii) exchanging information and best practices pertinent to the implementation of said Declarations.



CHALLENGES

- The challenge or delay in implementing the various Declarations partly has to do with bureaucratic legislative procedures / processes for the enactment and ratification of Conventions and Treaties, such as the MC99 and their subsequent implementation by African States.
- Indifference on the part of politicians due to lack of understanding of the YD and its benefits.
- Lack of sensitization of Heads of States and NEPAD on air transport matters which is perceived as the preserve of technocrats.



Recommendations and Best Practices

- States are being encouraged to align their core strategic air transport objectives with the SATAPs as recommended by ICAO.
- In light of the above, States that are yet to register to the SATAPS are being encouraged to do so, to galvanize support for the full implementation of YD as incorporated into the Antananarivo and Lome Declarations: Significant projects for the establishment of the SAATM which is the AU flagship project.
- Heads of States, politicians and policy-makers should be convinced as to the social, connectivity, diplomatic, safety and security reasons to be resolved by fully implementing the YD.
- States that have made progress in this direction are urged to encourage others to do same.



CONCLUSION

- We wish to mention that the new Ghana Civil Aviation (Amendment) Act 2016, Act 906 grants the Director-General the authority to issue directives necessary for regulating air transport operations in Ghana without parliamentary approval.
- Hence, the above has reduced the bureaucratic processes or procedures and time for the enactment or ratification of Conventions and Treaties by the Legislature. This process previously impeded the pace by which Ghana would implement the liberalized skies policy.



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