



MEETING ON THE SUSTAINABLE DEVELOPMENT OF AIR TRANSPORT IN AFRICA

Antananarivo, Madagascar
25 – 27 March 2015

Declaration on The Sustainable Development of Air Transport in Africa: Key Milestones

Air transport is a catalyst for economic growth. Air transport connects African States to regional and global markets which enhance travel and tourism, and the movement of goods and other vital business activities. It represents an essential lifeline for Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS). Increased connectivity provides African countries with quick and efficient access to destinations throughout the continent and worldwide markets. Air transport and tourism are deeply interconnected drivers of economic growth and sustainable development. Today, over half of all international tourists arrive at their destination by air. Africa has been one of the fastest-growing tourism regions of the last decade. This trend is indicative of how aviation is helping to expand tourism and vice versa, and how this can foster sustainable economic development and integration on the African continent.

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 transportation, the African States confirmed the goal to liberalize the access to air transport market in Africa in its entirety.

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 (RECs), sub-regional bodies, AFCAC and the African Union (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 especially the African Civil Aviation Policy (AFCAP).

The need to speed up full implementation of the YD and establish a single African air transport market is considered crucial to the achievement of the long-term vision of the AU known as the AU Agenda 2063 whose main goals are to accelerate socio-economic development and integration of Africa. In that regard, the African Heads of State and Government adopted, in January 2015, a declaration and decisions expressing their resolve to ensure creation of the single air transport market in the continent by 2017. The market will be established starting with States that have already declared their solemn commitment to it and remain open to all to join once they subscribe to the endeavour. The AUC, AFCAC and the RECs in collaboration with other key stakeholders are currently finalising the operational framework of the single air transport market. This is a strategic initiative that aims at building a dynamic and sustainable air transport sector in Africa.

In order to identify regulatory and operational solutions for the sustainable development of air transport, its industry and services in Africa, ICAO has decided to convene, in cooperation with the Civil Aviation Authority of Madagascar and the Ministry of Tourism, Transport and Meteorology, the *Meeting on Sustainable Development of Air Transport in Africa, from 25 to 27 March 2015*. In conclusion to this Meeting, the representatives of the participating States (the “**Participants**”) have decided, supported by aviation stakeholders present, to state their common understanding of the vital importance of the contribution of air transport 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 transport, through the signing of this Declaration.

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<p>The Participants have identified a number of areas which demand further actions:</p> <ol style="list-style-type: none"> 1. Air transport being a catalyst for economic growth, all reasonable steps are to be taken to foster air services to allow air carriers to operate freely between points anywhere in Africa and beyond, in conformity with the YD. 2. Restrictions on traffic rights, limitations on capacity in air services agreements and air carrier ownership and control rules hinder growth and stifle investment. Under a gradual and balanced liberalization of air services, regional and global air links would be expanded and connectivity would be increased. Competitiveness would improve, foreign direct investment would increase, and economic development would accelerate. Therefore, air services agreements should evolve to allow more flexibility, including in terms of capacity. 3. The air transport value chain is a combined set of interconnected parties, locations, procedures, and information exchanges that enhances air transport connectivity and increases consumers’ benefits. There is room for further improvement in the cooperation between all stakeholders in the air transport value chain. 	<p>The Participants intend to optimize the benefits of air transport through the following initiatives:</p> <ol style="list-style-type: none"> 1. High priority should be given by States’ policymakers to implement the regulatory framework of the YD encouraging air transport development as part of broader aviation development and economic growth policy, coordinated across national borders in convergence with the ICAO worldwide framework and YD. 2. Further liberalization of air services 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. States should be encouraged to revise their air services agreements to align them with YD. 3. Cooperation should be promoted between different units of the air transport value chain within States and on the international arena and cooperation fostered with partner organizations: World Tourism Organization (UNWTO), International Air Transport Association (IATA), Airports Council International (ACI), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), the African Union Commission (AUC) and the Airlines Association of Southern Africa (AASA).
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<p>4. The importance of protecting the interests of consumers including in Africa is universally supported. However, the effectiveness of regulatory responses adopted by States to protect air transport users, will benefit from increased convergence and compatibility. Considering the large impacts of massive air service disruptions on passengers, as well as on airline and airport operators, it is necessary to develop mechanisms to minimize the negative impacts of such disruptions in air transport services.</p>	<p>4. States should support the efforts of ICAO in the development of policy guidance on consumer protection and foster the adoption and implementation of ICAO's core principles on consumer protection when finally adopted as ICAO policy guidance taking into account the AU user protection regulation. Consumer representative organizations should be associated to these efforts.</p>
<p>5. Fair competition is an important general principle in the operation of international air services, as recognized by the Chicago Convention. There is a need for States to give due consideration to the concerns of other States in the application of national or regional competition laws and policies, as well as a need for cooperation among competition authorities.</p>	<p>5. Cooperation among national and/or regional competition authorities should be encouraged by States and ICAO's efforts to enhance cooperation, dialogue and the exchange of information to promote more compatible regulatory approaches toward competition in international air transport should be supported, taking into account the African Union competition rules and dispute settlement mechanisms.</p>
<p>6. Security and facilitation of air transport need to go hand in hand. All parties have a shared responsibility to ensure that passengers can travel safely and securely. At the same time the traffic flow should not be restricted by the lack of effective implementation of the YD. Visa facilitation should be supported and addressed by the Policy Organs of AU.</p>	<p>6. The current security requirements in the national security programmes should be reflected; the risk management and coordination with the partner organizations working in the value chain should be implemented. Wide use should be made of such tools as electronic visas. The current facilitation requirements in the framework of the ICAO TRIP strategy should be reflected. Wide use should be made of such tools as electronic visas. All kind of non physical barriers established by African States should be eliminated throughout the Continent.</p>
<p>7. 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 through techniques such as public private partnerships. In this context, lending institutions should be encouraged to further support States in financing the sustainable development of air transport in Africa.</p>	<p>7. Considering the importance and role of infrastructure to support necessary development of airports and intermodal transportation infrastructure to meet the demand for air services, due consideration should be given to practices for attracting public and private capital in the most cost-effective manner.</p>

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<p>8. Air cargo plays a vital role in the African economy, as roughly 35 per cent of global trade by value is transported by air and the success of many economies and operations depends on rapid and reliable delivery of goods. Air cargo services are therefore a major contributor to the Continent's sustainable economic development.</p>	<p>8. The strategic decisions taken in the framework of the Meeting on the Sustainable Development of Air Cargo in Africa, adopted during the ICAO meeting hosted by Togo in Lomé, from 5 to 7 August 2014, should be supported and implemented.</p>
<p>9. In certain cases, air services to remote or peripheral destinations may not be commercially viable, due to low traffic volumes. With tourism recognized as a focal instrument for economic development, including in Least Developed Countries (LDCs), Small Island developing States (SIDS) and Landlocked Developing Countries (LLDCs), mechanisms linking tourist originating countries to destinations may be beneficial.</p>	<p>9. Due consideration should be given to the particular importance of air services for economic development in long-haul destinations and landlocked or island countries. States should consider, in a cooperative and coordinated manner, the implementation of support mechanisms such as the Essential Service and Tourism Development Route (ESTDR) scheme or other element.</p>
<p>10. The economic benefits of further opening the aviation market, in accordance with the YD, would include the multiplier effects generated by additional air transport for economic activities and would facilitate the inclusion of isolated African countries or regions in the international market. However, if aviation charges and taxes are too high, the ability of air transport to be an economic catalyst may be compromised.</p>	<p>10. States should ensure that ICAO principles regarding user charges (contained in the ICAO's Policies on Charges for Airports and Air Navigation Services, Doc 9082) are followed by relevant authorities. States should also ensure that ICAO's Policies on Taxation in the Field of International Air Transport (contained in the ICAO Policies on Taxation in the Field of International Air Transport, Doc 8632) are followed by relevant authorities so as to avoid imposing discriminatory taxes on international aviation which may have negative impacts on industry competitiveness and States' national economies. ICAO's efforts to develop, in collaboration with relevant industry organizations, analysis and guidance to States on the impact of taxes and other levies on air transport should be supported. To this end, a permanent consultation platform including all stakeholders of the industry should be established.</p>
<p>11. Africa's resolve to establish a single air transport market should be encouraged, promoted and supported in order to concretise implementation of the YD and ensure even more benefits of air transport to the continent. The focus should be on ensuring that the single market leads to the strengthening of the continent's air transport industry covering African airlines, airports, air navigation services providers, Civil Aviation</p>	<p>11. States are urged to urgently join the single air transport market undertaking in order to maximise its benefits to the entire continent as early as possible. The AUC, AFCAC and the RECs should expedite the process of operationalizing the single market and work with States to remove all constraints to the building of a competitive air transport industry in Africa. The support of ICAO and other technical</p>

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<p>Authorities and other related services. To this effect, air operators should as much as possible take advantage of the possibilities offered by cooperation agreements and global alliances.</p> <p>12. New developments in the air transport sector such as new systems, procedures, aircraft performance capabilities, renewable fuels, new supporting infrastructure and new ways to do business create the need for highly educated and skilled professionals to cope with these developments in order to sustain the economic growth in Africa.</p> <p>13. It is necessary to encourage the access of air transport operators to financing sources allowing the acquisition of more modern aircraft.</p> <p>14. It is necessary that passengers, their heirs, air freight shippers and recipients benefit from the advantages conferred by the Convention for the Unification of Certain Rules for International Carriage by Air adopted in Montréal on 28 May 1999 (MC99).</p>	<p>organisations and stakeholders is essential to ensure the African market complies with the established international aviation regulatory framework.</p> <p>12. 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 transport sector. Active participation should be taken in ICAO’s initiatives for capacity building and full support given to the AFCAC initiative Human Resources Development Fund (HRDF) for Africa supported by ICAO and other stakeholders.</p> <p>13. States that have not done so should be urged to accede to, accept or ratify the Convention and 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, to ensure more economical, reliable and more environmentally friendly air transport.</p> <p>14. Work should also be carried out by relevant bodies to stimulate faster ratifications of MC99.</p>
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The Participants, supported by air transport stakeholders, have decided to meet at two year intervals, in order to assess the progress in implementation of the actions described above and take new steps in furtherance of a sustainable development of air transport in Africa.

Adopted by the Meeting in Antananarivo, Madagascar, on 27 March 2015

James Andrianalisoa
Chairman of the Meeting