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EXECUTIVE COUNCIL
Twentieth Ordinary Session
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Addis Ababa, Ethiopia

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**REPORT OF THE 2ND ORDINARY SESSION OF THE AU
CONFERENCE OF MINISTERS OF TRANSPORT
LUANDA, ANGOLA, 21 – 25 NOVEMBER 2011**

SUMMARY NOTE

INTRODUCTION

1. The Second Session of the Conference of African Ministers of Transport (CAMT) was held on 24 and 25 November 2011 in Luanda, the Republic of Angola, under the theme: ***“Consolidating the Transport Sector for the stimulation of Economic Integration of Africa”***. The conference was preceded by a preparatory meeting of experts which took place from 21 to 23 November 2011.

2. In attendance were Ministers of Transport and Experts from thirty six (36) African Union Member States as well as representatives of Regional Economic Communities (RECs), specialised institutions and partner organisations.

3. A new Bureau of the Conference of African Ministers of Transport was elected for a two-year period (2011 – 2013) to replace the one that had held office from 2008 to 2011. The new Bureau which presided over the proceedings of the Second Session of the conference in Luanda is composed as follows:

Chairman:	Angola (Southern Africa)
1 st Vice-Chairman:	Tanzania (East Africa)
2 nd Vice-Chairman:	Ghana (West Africa)
3 rd Vice-Chairman:	Cameroon (Central Africa)
Rapporteur:	Egypt (North Africa)

ISSUES DISCUSSED

4. The Ministers considered and made a number of decisions on various key issues and challenges currently facing the transport sector in Africa. The main agenda items of the conference were as follows hereunder:

1. Consideration of the transport sector component of the Programme for Infrastructure Development in Africa (PIDA) and the Institutional Architecture for Infrastructure Development in Africa (IAIDA) for its implementation;
2. Review of the implementation and updating of the African Union Plans of Action for Air, Road, Railway and Maritime Transport; and
3. Consideration and adoption of the following policy and strategic frameworks:
 - i) African Civil Aviation Policy (AFCAP);
 - ii) African Plan of Action for the 2011-2020 Road Safety Decade; and
 - iii) Intergovernmental Agreement on Road Standards for the Trans-African Highways.

OUTCOME

5. At the end of their deliberations, the Ministers decided to:
- adopt the Luanda Declaration on Transport Sector Development in Africa;
 - adopt the updated Plans of Action on Air, Maritime, Railway and Road Transport;
 - adopt the African Civil Aviation Policy (AFCAP);
 - adopt the African Plan of Action for the 2011-2020 Road Safety Decade;
 - endorse a road map for the finalisation of the Intergovernmental Agreement on Road Standards for the Trans-African Highways; and
 - endorse the Programme for Infrastructure Development in Africa (PIDA) and the Institutional Architecture for Infrastructure Development in Africa (IAIDA) for its implementation as the single infrastructure programme for regional and continental integration of Africa.
6. The Executive Council is invited to note and adopt the enclosed Report of the 2nd Session of the Conference of African Ministers of Transport and its main outcomes as adopted by the sector Ministers at the Conference.

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REPORT OF THE MINISTERS' MEETING

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**SECOND SESSION OF THE CONFERENCE
OF AFRICAN MINISTERS
OF TRANSPORT (CAMT)
21 – 25 NOVEMBER 2011
LUANDA, ANGOLA**

AU/TPT/MIN/ Rpt (II)

REPORT OF THE MINISTERS' MEETING

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I. INTRODUCTION

1. The Second Session of the Conference of African Ministers of Transport (CAMT) was held at the Talatona Convention Centre in Luanda, Angola from 24 to 25 November 2011 under the theme: *"Consolidating the transport sector for the stimulation of economic integration of Africa"*. The conference was preceded by a preparatory meeting of experts which took place from 21 to 23 November 2011 at the same venue.

II. PARTICIPATION

2. The following Member States participated in the meeting: Algeria, Angola, Botswana, Burkina Faso, Cameroon, Central African Republic, Chad, Congo, Côte d'Ivoire, Djibouti, Egypt, Ethiopia, Gabon, Ghana, Equatorial Guinea, Guinea, Guinea Bissau, Lesotho, Mali, Mauritania, Mauritius, Mozambique, Namibia, Nigeria, Rwanda, Sahrawi Arab Democratic Republic, Senegal, Sierra Leone, South Africa, South Sudan, Sudan, Tanzania, Tunisia, Uganda, Zambia, and Zimbabwe.

3. India participated as an observer invited by the African Union Commission in the framework of Africa-India Cooperation.

4. The meeting was also attended by the following Regional Economic Communities (RECs): Economic Community of Central African States (ECCAS), Southern African Development Community (SADC) and West African Economic and Monetary Union (UEMOA).

5. The following continental and international organizations also participated in the meeting: the NEPAD Planning and Coordination Agency (NPCA), the United Nations Economic Commission for Africa (UNECA), **UN Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UNOHRLS)**, the **Maritime Organisation of West and Central Africa (MOWCA)**, the African Civil Aviation Commission (AFCAC), the International Civil Aviation Organization (ICAO), the Union of African Shippers Councils (UASC), the Confederation of National Business Councils (CNBC) and the European Union (EU).

6. The list of participants is appended to this Report.

III. OPENING CEREMONY

7. The Conference was addressed by the following dignitaries at its opening ceremony:

Address of the President of the International Civil Aviation Organisation (ICAO), Mr. Kobeh Roberto GONZALEZ

8. The President of ICAO expressed his gratitude at being invited to participate in the high-level ministerial conference on the future of transport in the continent. He then highlighted the importance and high potential for growth of air transport within

the continent's transport system. He then enumerated the challenges facing the aviation industry in Africa focusing on the still serious poor safety record of the continent.

9. Mr. Gonzalez stated the commitment of ICAO to helping African States improve safety through the various programmes and activities that it has made available to particularly address the safety deficiencies identified by ICAO's safety audits. He also indicated the readiness of the ICAO's regional directors who have a responsibility to work with states in their regions to ensure that tailor-made solutions are implemented to enhance aviation safety in each country.

10. Also, the ICAO President mentioned the organisations preparedness to assist African States improve aviation security through the implementation of the 2010 Ministerial Declaration of Aviation Security adopted in Abuja, Nigeria and protection of the environment through the ICAO Assembly resolution A37-19 on climate change.

Address by the African Union Commissioner for Infrastructure and Energy, Dr. Elham M.A. IBRAHIM

11. Dr. Elham M.A. IBRAHIM, the African Union Commissioner for Infrastructure and Energy welcomed the Ministers and other participants to the Second Session of the Conference of African Ministers of Transport (CAMT). She expressed the deep gratitude of the African Union Commission to the Government of the Republic of Angola for accepting to host this important continental conference. Similarly she thanked the Ministers and all delegations for accepting the invitation to attend and proceeded to outline the context and objectives of the conference.

12. The Commissioner provided a brief background to the establishment of the Conference as a statutory meeting of the African Union in July 2008. She also spoke of the various ministerial conferences organised by the African Union Commission on the transport sector in Africa since 2005 which resulted in the adoption of declarations and resolutions addressing key issues in the four modes of transport i.e. air, maritime, road and railway transport. Subsequently, comprehensive plans of action which define the priority agenda of the transport sector in Africa were formulated.

13. The Commissioner informed the Ministers that the main objectives of the Conference were to review the implementation of the plans of actions of each mode of transport, make recommendations for their accelerated implementation and propose any necessary amendments in line with current developments. Also, in the same context, the Conference would be expected to consider and recommend for adoption some major outputs including the transport component of the Programme for Infrastructure Development in Africa (PIDA), the African Civil Aviation Policy (AFCAP) and the African Plan of Action for the Road Safety Decade.

14. Finally, the Commissioner thanked the outgoing Bureau of the Conference under the leadership of Honourable Amar TOU, the Minister of Transport of the People's Democratic Republic of Algeria for supporting and inspiring guidance to the AU Commission in advancing Africa's transport agenda.

Address by the Outgoing Chairman of the Conference of African Ministers of Transport, Hon. Amar TOU, Minister of Transport of the People's Democratic Republic of Algeria

15. Honourable Amar TOU, the Minister of Transport of the People's Democratic Republic of Algeria, the Outgoing Chairman of the Conference of African Ministers of Transport began by thanking the people and Government of the Republic of Angola for the successful organisation of the Conference and for the warm hospitality accorded to his delegation and others.

16. The Honourable Minister recalled the years that have passed since the First Session of the conference held in April 2008 in Algiers and the overall impressive progress made in the implementation of the plans of action in air, maritime, road and railway transport. Yet, he underscored the immense challenges facing this sector with particular regard to mobilise massive resources required for the development of transport infrastructure and services and facilitating regional integration through harmonization of national laws, regulations and standards in the various modes of transport.

17. Honourable TOU expressed his hope that successful implementation of the Programme for Infrastructure Development in Africa (PIDA) would effectively address most of the challenges facing the sector. He ended by thanking the member States and the AU Commission for their support to the Bureau.

Opening Address of the Minister of Transport of Angola, Hon. Dr. Augusto da Silva TOMÁS

18. Following the warm welcome to all delegates attending the Second Session of the Conference of African Ministers of Transport, Honourable Augusto da Silva Tomas, Minister of Transport of the Republic of Angola, provided the Conference with a brief on the current status of the development of transport network in Angola and its perspective. He underlined the critical need for regional and continental integration that would benefit the Africa's populations.

19. He indicated that the efforts being carried out by the RECs such as SADC would be explored and harmonized in order to provide the continent with operational framework that would lead to concrete result. He reminded the Ministers that regional integration is of paramount importance for the success of African economies at this point in time when the world is facing unprecedented economic crisis.

20. In that regard, the Honourable Minister characterised the development of transport infrastructure and the transport systems in Africa as a catalyzer of integration. Without transport networks, there would be no communication, no mobility and no trade. Integration would remain just a dream.

21. He, therefore, underscored the need to ensure that transport networks in the continent were integrated in a multimodal system which makes transport affordable to users with improved connectivity translated into reduction of the cost of commodities and goods.

22. On that note, he declared the Ministerial Conference open.

IV. PROCEDURAL MATTERS

1. Presentation of the Report of the Outgoing Bureau

23. The outgoing Bureau of the Conference of African Ministers of Transport presented its report on the activities that had taken place under its tenure since its election in April 2008. The Bureau had managed to meet twice to review the status of the Transport sector in the continent. The first meeting was convened in Algiers, Algeria on 12 and 13 January 2009, while the Second Conference of the African Ministers responsible for Maritime Transport that took place in Durban, South Africa in October 2009 provided the opportunity for the Bureau to meet for the second time.

24. The Conference of the African Ministers responsible for Maritime Transport marked the highlight of the period of this Bureau particularly with the adoption of the African Maritime Transport Charter.

25. The composition of the Bureau was as follows:

Chairman	:	Algeria (North Africa)
1 st Vice-Chairman	:	Zimbabwe (Southern Africa)
2 nd Vice-Chairman	:	Ethiopia (East- Africa)
3 rd Vice-Chairman	:	Mali (West-Africa))
Rapporteur	:	Gabon (Central Africa)

26. Despite being unable to meet as frequently as provided for in the Rules of Procedure of CAMT, the work of the Bureau was well facilitated by the Department of Infrastructure and Energy and saw a number of significant achievements in the transport sector. During this time that, the African leaders expressly recognised and highlighted the crucial role of transport, among other infrastructure sectors, in the socio-economic development of Africa.

27. In that regard, it would be recalled that the Heads of State and Government decided to dedicate their January 2009 Summit to the development of transport and energy infrastructure. To that end, they adopted a Declaration requesting the African Union Commission to put in place strategies and mechanisms for facilitating the implementation of priority regional and continental transport and energy infrastructure projects. Also, elaboration of the single continental Programme for Infrastructure Development in Africa (PIDA) with a substantive transport component was launched and carried out to final stages during the period.

28. Since then, a number of key activities have taken place within the framework of the implementation of the 2008 – 2012 Plan of Action including the following notable ones:

Air Transport:

29. Air transport saw significant progress especially in the following activities:

- Operationalisation of the Executing Agency of the Yamoussoukro Decision on the liberalisation of air transport markets in Africa;
- Finalisation of the continental evaluation for the implementation of the Yamoussoukro Decision;
- Elaboration of Draft Competition Rules and Dispute Settlement Mechanism for a single continental aviation market;
- Elaboration of the African civil Aviation Policy (AFCAP);
- Improvement of cooperation with third parties within the AU partnership.

Railway transport

30. There was minimal progress in the implementation of railway activities which have been initiated as follows:

- harmonization of training systems for staff of African railway networks;
- the African Railway Development Fund; and,
- railway privatisation in Africa: development of a handbook/African directives.

Road transport

31. Significant headway was made in this area in collaboration with the United Nations Economic Commission for Africa (UNECA) whereby the following three activities were carried out:

- Updating of international transport conventions, treaties and agreements;
- The study on road norms and standards for the Trans-African Highways and the related Intergovernmental Agreement;
- Evaluation of road safety in Africa, within the framework of the United Nations Decade of Action for Road Safety 2011-2020.

Development of transport corridors

32. The most notable achievement in that period was the carrying out of preparatory actions for concrete projects that are aimed at completing missing links in trans-African road/railway corridors. In that regard, pre-feasibility and feasibility studies were conducted on a number of trans-African transport corridors. These were as follows:

- Study on the Cotonou-Niamey-Ouagadougou-Abidjan railway, with a link at Asango to Mali;
- Study for the construction of the Bridge over River Gambia;

- Feasibility study on the western section of the Trans-African Highway 9, the Beira-Lobito Highway;
- Feasibility study on selected sections at the Brazzaville-Kinshasa Bridge and strategic options of the ports of Banana and Pointe-Noire in Central Africa;
- Pre-feasibility study for the missing links of the Dakar-N'djamena-Djibouti transport corridor; and,
- Pre-feasibility study for the missing links of the Djibouti-Libreville transport corridor.

33. The Bureau of the Conference of the African Ministers of Transport thanked all Member States of the Union for their support and the African Union Commission for its continual assistance. The Bureau particularly thanked the Government of the Republic of Angola for its hospitality and accepting to host the conference hence providing a new impetus to its important work.

2. Election of the Bureau

34. The Bureau of the Conference was elected for the period 2011 – 2013 as follows:

- Chairman : Angola (Southern Africa)
- 1st Vice-Chairman : Tanzania (East Africa)
- 2nd Vice-Chairman : Ghana (West Africa)
- 3rd Vice-Chairman : Cameroon (Central Africa)
- Rapporteur : Egypt (North Africa)

3. Adoption of the Agenda

35. The meeting adopted the following agenda:

I) OPENING CEREMONY

II) PROCEDURAL MATTERS

- *Presentation of the report of the outgoing Bureau*
- *Election of the Bureau*
- *Adoption of the Agenda and Work Programme*

III) WORKING SESSIONS

1. *Consideration of the report of the Meeting of Experts,*
2. *Consideration and adoption of the Ministerial Declaration and Plan of Action,*
3. *Any other business,*
4. *Consideration and adoption of the report of the Ministerial meeting,*

5. *Final Communiqué,*
6. *Vote of Thanks.*

IV) *CLOSING OF THE CONFERENCE*

V. **WORKING SESSIONS**

SESSION 1: CONSIDERATION OF THE REPORT OF THE MEETING OF EXPERTS

36. The Report of the Experts' Meeting was presented in detail to the Ministers by the Rapporteur of the respective meeting. the Ministers then considered each item of the report and made the following observations and decisions:

A. PROGRAMME FOR INFRASTRUCTURE DEVELOPMENT IN AFRICA AND ITS IMPLEMENTATION MECHANISM

37. The Ministers considered the joint presentation of the African Union Commission and of the NEPAD Planning and Coordination Agency (NPCA) on the Programme for Infrastructure Development in Africa (PIDA) and its Institutional Architecture for implementation and focused their attention on the implementation of the Programme. They were particularly concerned about ensuring that PIDA does not end up with no action as previous continental infrastructure programmes.

38. In that regard, they were assured by the elaborate arrangements put in place for the implementation of PIDA in three phases: short-term Priority Action Programme - PAP (2012-2020), medium-term (2020-2030) and long-term (2030-2040). Also, the financing of the dynamic PAP which currently includes 51 projects and is estimated at more than sixty (60) billion dollars to be sourced from both the public and private sectors of which one third would be allocated to the transport sector with 24 projects was appreciated. Similarly, was the institutional architecture that will strengthen the role of different stakeholders including Member States, RECs, NPCA, AfDB and AUC.

39. The Ministers underscored the need to ensure a balanced and integrated implementation of all the components of PIDA i.e. transport, energy, ICT and trans-boundary water in order to enhance synergy in infrastructure development in the continent. They also noted that the selection of corridors and projects for inclusion in the PIDA PAP would be a subject of continuous consultation given its dynamic nature. Finally, they decided to adopt PIDA and request the African Union Commission to ensure that it is submitted to the next African Union Summit in January 2012.

B. IMPLEMENTATION OF PLANS OF ACTION OF THE TRANSPORT SUB-SECTORS

i) Air Transport

40. The Ministers took note of the various issues considered by the Meeting of Experts in relation to the implementing the Air transport Plan of Action and made the following decisions in each specific area:

Implementation of the Yamoussoukro Decision on the Liberalisation of Air Transport Markets in Africa

41. The Ministers noted the efforts made by both the African Union Commission and the African Civil Aviation Commission (AFCAC) for the operationalisation of the Executing Agency. They were informed that the operationalisation of the Executing Agency was delayed due to the need for the review and realignment of the AFCAC's Constitution. This task was concluded last year. The Ministers then decided that:

- Full operationalisation of the Executing Agency should be implemented in accordance with the deadline indicated in the adopted action plan;
- AFCAC should finalise the study on competition rules and dispute settlement mechanism for a liberalised continental air transport market whose draft was received from the African Union Commission and complete all the process leading to its validation and adoption by the African Union. To that end, a task force should be created within AFCAC for the finalisation of these documents as well as the elaboration of the rules for protection of consumers' rights;
- AFCAC should ensure that the comments and recommendations made by the continent wide validation workshop for the study on the continental evaluation of the implementation of the Yamoussoukro Decision held in early November 2011 are incorporated in the study report prior to the implementation of the report findings by the Member States;
- States should adhere to the ICAO policies on taxes, charges and fees as adopted by the First African Union Conference of Ministers responsible for air transport held in Sun City, South Africa in May 2005 in order to avoid the multiplicity and proliferation of aeronautical taxes, charges and fees across the continent that are contribution to poor financial performance of African airlines and, hence, negatively affect the full implementation of the Yamoussoukro Decision;
- In order to adequately implement PIDA at regional and continental level, African States should establish complementary National Civil Aviation Master Plan;
- African States should also take advantage of the expertise and technical assistance that is available through the ICAO Technical Cooperation Programme in undertaking necessary studies on airports development and air navigation facilities as well as capacity building.

African Civil Aviation Policy (AFCAP)

42. The Ministers noted the objective of the African Civil Aviation Policy (AFCAP) for the promotion of a harmonised approach to manage the various aspects of civil aviation including amongst others safety, security and environmental protection. They finally adopted AFCAP and made the following decisions:

- The AU Commission should submit AFCAP to the upcoming AU Assembly of Heads of State and Government for endorsement;
- States and RECs should take into account the provisions of AFCAP in reviewing and harmonising their national and regional aviation policies;
- AFCAC should coordinate formulation of Annex 3 on the schedule of targets to the policy;
- The AU Commission should present the progress report on implementation of AFCAP to the next session of the conference of Ministers.

Civil Aviation Safety, Security and Protection of the Environment in Africa

Aviation Safety

43. The Ministers recognised the need to enhance aviation safety in the continent and the efforts made by the African States towards this end. In that regard, they made the following recommendations:

- encourage States to make use of the assistance available through ICAO and AFCAC to support their efforts to address safety deficiencies;
- encourage States, which have not done so to sign the African Cooperative Inspectorate Scheme (AFI-CIS) Agreement with AFCAC;
- encourage States, which have made progress in the implementation of their Corrective Action Plan to request a validation mission by ICAO;
- encourage States to support the ICAO Action Plans and ensure that aviation safety is given its due consideration in their respective National Development Plan and Indicative Development Programme; and take note of the high level meeting to be held at ICAO headquarters during the 3rd quarter of 2013;
- organise a regional conference on aviation safety in 2012 whose logistical arrangements would be covered by AFCAC.

44. At this point, the Minister of Aviation of the Federal Republic of Nigeria expressed the offer of her country to host a special Ministerial conference on aviation safety in Africa in 2012. The meeting expressed appreciation to Nigeria for this offer.

Aviation Security (AVSEC)

45. The ministers took note of the efforts made by AFCAC in carrying out activities concerning aviation security and decided that:

- A Regional Aviation Security Group should be established as mechanism to coordinate the implementation of the Abuja Declaration and Roadmap as well as ICAO Declaration and strategy on aviation security; and

- The Unit for the Research on AVSEC Counter Terrorism should be set up within the African Centre for the Study and Research on Terrorism (ACSRT).

Protection of the Environment

46. The Ministers noted the unilateral decision of the EU regarding the Emissions Trading Scheme (ETS) as well as the negative impact on African airlines and decided that African States should support and implement the Declaration adopted by the ICAO Council on the 2nd November 2011. The Ministers also recognized and congratulated the RECs that had, so far, taken action towards environmental protection.

External Air Transport Policy

47. The Ministers noted the concerns raised by experts regarding particularly matters of Africa-European Union (EU) aviation relations and, in that regard, decided that:

- the African Union Commission should finalise, as soon as possible, the negotiation of the AU-EU Joint Statement on cooperation in aviation for signature; and
- the African Union Commission, the European Commission and African States to establish a permanent mechanism of consultation on the operational ban of African airlines over the European air space.

Ratification of International Air Law Instruments including the AFCAC Constitution

48. The low implementation of international air law instruments by a number of African States was of concern to the Ministers. As well, was the outstanding entry into force of the AFCAC Constitution due to lack of the required threshold of instruments of ratification. To that end, the ministers decided that:

- Concerned States should expedite the ratification of international air law instruments which are deemed necessary; and
- African States should expedite the ratification of the AFCAC Constitution.

Capacity Building

49. The Ministers recognized that the continent is understaffed in terms of qualified aviation professionals and decided that:

- AFCAC should be strengthened in order effectively carry out its functions and play a critical role in establishing programmes and strategies on capacity building including arresting brain-drain.

Inter-African and international cooperation

50. The Ministers noted the developments that have taken place in international cooperation in the field of aviation particularly the signature of the Memorandum of Cooperation and Memorandum of Understanding that were signed with ICAO and AFRAA respectively. Also, the Ministers noted the consultations that had taken place with India on matters of training during the meeting. They agreed that a group of Indian and African Experts should be created in order to establish training priorities.

ii) Maritime Transport

51. The Ministers took note of the discussions on the progress report on the implementation of the Maritime Plan of Action adopted during the Second African Union Conference of Ministers responsible for Maritime Transport held in Durban, South Africa in October 2009. Their attention was particularly drawn to the following activities:

- Accelerating ratification and implementation of the African Maritime Transport Charter;
- Transport facilitation between landlocked countries and transit countries including promotion of multimodal transport;
- Implications of the Rotterdam Rules and the need for a common African position;
- Combating piracy through the implementation of the Djibouti Code of Conduct and the Durban Resolution on Maritime Safety, Maritime Security and Protection of the Environment: and
- Port development and management.

52. The Ministers observed that the African Maritime Transport Charter provided a comprehensive strategic framework for addressing all the key issues of maritime transport in Africa and its entry into force is therefore crucial. In that regard, they made the following specific decisions:

- i) The AUC should carry out an awareness campaign and capacity building measures aimed at speeding up ratification of the African Maritime Transport Charter. The Republic of Congo expressed its wish to be a member of the Follow-up Committee;
- ii) Implementation mechanisms for the Maritime Transport Plan of Action and the Charter which include the Follow-up Committee provided for in the Charter should be put in place as a matter of urgency;
- iii) The AUC should facilitate implementation of the Almaty Programme of Action as provided for in the Charter and PIDA by putting in place a coordination framework/unit for landlocked and transit countries;

- iv) The AUC should endeavour to implement the Djibouti Code of Conduct on combating of piracy;
- v) African States should be urged to sign and ratify the Rotterdam Rules (the United Nations Convention on Contracts for the International Carriage of goods Wholly or Partially by sea);
- vi) African States and the AUC should support the action of the African Shippers' Councils with respect to the Cargo Tracking Note (CTN) in the negotiations at the World Trade Organisation and by putting in place mechanisms for the negotiation of freight rates with ship owners;
- vii) African states, RECs and the AUC should facilitate the development of strategically located ports as transshipment hubs on the African continent in order to improve port capacity and competition along the coastal line;
- viii) African states need to prioritise port expansion and/or upgrading in order to address the challenge of congestion at ports;
- ix) The AU Commission should consider the possibility of establishing a single AU Cooperative Data Centre for Long Range Ship identification and Tracking System;
- x) The Plan of Action should include indicative budgets for the specific activities;
- xi) The Plan of Action should have an overall four (4) year implementation period and each activity should have a one (1) to two (2) year duration for accomplishment; and
- xii) The AUC should put in place an appropriate format to be used by States, RECs and specialised institutions for regularly reporting on the implementation of the Plan of Action.

iii) Land Transport

Road Transport

53. The Ministers focused their attention on the implementation of the key activities contained in the Road Transport Plan of Action which include:

- The road transport component of PIDA sectoral studies;
- Pre-feasibility studies of the missing links in the Dakar-N'djamena-Djibouti and Djibouti-Libreville transport corridors, funded by the NEPAD Infrastructure Project Preparation Facility (NEPAD-IPPF);
- The feasibility study on sections of the TAH3 (Tripoli-Windhoek) and strategic options on Pointe Noire and Banana Port in Central Africa, Western section of the TAH 9 (Beira-Lobito) and the Gambia bridge financed by the European Union;

- The study on Trans-African road standards (in collaboration with the United Nations Economic Commission for Africa (UNECA) and the Office of the United Nations High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS);
- Improvement of Road safety in Africa.

54. Regarding the particular issue of road safety, the Ministers decided to adopt the **African Action Plan for the 2011-2020 Decade of Action for Road Safety** as well as the recommendations made by the Second African Conference on Road Safety held in Addis Ababa from 9 to 11 November 2011) on the 2011- 2020 Decade of Action for Road Safety in Africa to:

- retain the third Sunday of November, currently the World Day of Remembrance for Victims of Road Accidents, as the African Day of Road Safety;
- develop an African Charter on Road Safety to be submitted to Member States of the African Union for ratification; and
- hold periodic conferences throughout the Decade to review progress recorded, update the Action Plan and report to the African Union Conference of Ministers of Transport.

55. The Ministers also underscored the need to speed up the finalisation of the Intergovernmental Agreement on the Trans-African Highways that would include road standards, road safety and the Highway Code.

Railway Transport

56. The Ministers took note of the Progress Report on the implementation of the Railway Transport Plan of Action highlighting the following activities that were carried out:

- The rail component of the PIDA study;
- The pre-feasibility studies of the missing links in the Dakar-N'djamena-Djibouti and Djibouti-Libreville transport corridors, funded by the IPPF-NEPAD;
- Cotonou-Niamey-Ouagadougou-Abidjan railway study, financed by the European Union;
- The development of TOR for the studies on the harmonization of training, the establishment of a railway transport development fund and the development of a guide/guidelines on the privatisation or concession of railways in Africa.

57. The Ministers also noted the efforts that have been made and called for emphasis to be put on synergy-generating aspects such as a railway database, safety, security and protection of the environment.

SESSION 3: CONSIDERATION AND ADOPTION OF THE MINISTERIAL DECLARATION AND UPDATED PLANS OF ACTION

58. The Ministers considered the draft Declaration of Luanda submitted by the Experts and adopted it with amendments.

59. The Ministers also considered the updated sub-sector draft Plans of Action, submitted by the Experts and adopted them with amendments.

SESSION 4: ANY OTHER BUSINESS

60. There was no issue raised under this item.

SESSION 5: ADOPTION OF THE MINISTERS' REPORT

61. The Ministers decided to limit their deliberations to one day (24th November) in order to undertake specially organised visits to some important national and regional projects in the Benguela province of Angola on the 25th November. In that regard, they decided that their report should be finalised by the AU Commission and submitted to the Bureau of the Conference for endorsement.

SESSION 6: FINAL COMMUNIQUÉ

62. The Ministers adopted a Final Communiqué summing up the main conclusions of their deliberations that underscored the need to strengthen transport infrastructure and services as an essential vehicle of socio-economic development and integration of Africa.

SESSION 7: VOTE OF THANKS

63. The Ministers adopted a vote of thanks to the President of the Republic of Angola, His Excellency Eng. Eduardo DOS SANTOS and to the Government and people of Angola, for the warm hospitality as well as for all the excellent arrangements made to enable all the Delegations attending the Second Session of the Conference of African Ministers of Transport to have an enjoyable and productive stay in Luanda.

VI. CLOSING

64. Before closing the conference, Honourable Augusto da Silva Tomas, Minister of transport of the Republic of Angola, Chairman of the Second Session of the Conference of African Ministers of Transport as well as the elected Chairperson of the Bureau of African Ministers of Transport, thanked all delegates for his election and the confidence and trust they have vested in him. He highlighted that his tenure is taking place at the time when the world economy is going through a difficult time which needs new initiatives, strategies and vision.

65. Currently, the continent deserves adapted multimodal connectivity which may correct economic development asymmetries among African States and position them in the global context. These efforts would benefit all African States when social and economic circumstances of different States are carefully taken into consideration. To that end, he underscored that Africans should address the challenges that the continent is facing which include, among others, human resources development, acquisition of new technology and augmentation of competitiveness in the international markets by adopting suitable policies, programmes and strategies. The development of infrastructure coupled with qualitative reforms is the epicentre of the development.

66. The tasks before us are not easy as we are expected to implement them under strained circumstances. However, there is light at the end of the tunnel for a better future for the new generation. He expressed his desire for a prosperous and united Africa. In conclusion, he wished all participants enjoyable short stay in Angola and safe journey back home.

LUANDA DECLARATION

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**SECOND SESSION OF THE CONFERENCE
OF AFRICAN MINISTERS
OF TRANSPORT (CAMT)
21 – 25 NOVEMBER 2011
LUANDA, ANGOLA**

AU/TPT/MIN/Decl. (II)

LUANDA DECLARATION

THE LUANDA DECLARATION ADOPTED BY THE SECOND SESSION OF THE CONFERENCE OF AFRICAN MINISTERS OF TRANSPORT

THEME: “CONSOLIDATING THE TRANSPORT SECTOR FOR THE STIMULATION OF ECONOMIC INTEGRATION OF AFRICA”

WE, African Ministers of Transport, meeting in Luanda, Republic of Angola, from 24 to 25 November 2011, on the occasion of the Second Session of the Conference of African Ministers Responsible for Transport, organized by the African Union to examine the conditions needed to strengthen the transport sector in order to stimulate sustainable economic integration of Africa;

Considering the Constitutive Act of the African Union, adopted on 11 July 2000 in Lomé, Togo, in particular Articles 14, 15 and 16 which entrust the African Union Commission with a coordination mission in the Transport, Communication and Tourism sectors;

Considering the Treaty Establishing the African Economic Community, signed in Abuja, Nigeria in June 1991;

Considering the Decision of the Assembly of Heads of State and Government of July 2001 in Lusaka, Zambia, dealing with the establishment of the New Partnership for Africa's Development (NEPAD) as the framework for Africa's development;

Considering the Decision of Heads of State and Government of the African Union, meeting in July 2005 in Sirte, Libya, to include in the Millennium Development Goals (MDGs) the transport targets and indicators adopted in April 2005 in Addis Ababa, Ethiopia by African Ministers responsible for transport and infrastructure, within the framework of poverty alleviation;

Considering the Declaration: Assembly/AU/Decl. 1 (XII) adopted by the Twelfth Ordinary Session of the Assembly of Heads of State and Government of the African Union held in Addis Ababa, Ethiopia, in February 2009 which resolved to support the Programme for Infrastructure Development in Africa (PIDA) as the single policy and strategic framework for the development of infrastructure in Africa;

Considering the challenges arising from the globalization of economies and the need for Africa to fully and effectively implement the 1999 Yamoussoukro Decision relating to the Liberalization of the Air Transport Markets in Africa;

Considering the Resolution 64/255 adopted by the UN General Assembly on 02 March, 2010 proclaiming 2011-2020 a Decade of Action for Road Safety;

Considering the challenges arising from globalization of the economy and the need for Africa to implement, in a complete and effective manner, the Almaty Programme of Action of 2003, the United Nations' programme for cooperation in transit transport for landlocked developing countries;

Considering the importance and role of infrastructure and transport services in political, economic and social development as well as the integration of Africa, in a bid to deepen its participation in globalization;

Considering the need for Africa to have a continental transport policy and related master plan capable of ensuring a harmonious operation of all modes of transport;

Considering the relevant international conventions in transport matters, especially in the areas of safety and security, the protection of the environment as well as facilitation of transport;

Considering the pertinent conventions of the International Maritime Organisation (IMO), the UN Conference on Trade and Development (UNCTAD) as well as those of the International Labour Organisation (ILO);

Bearing in mind further the Decision of the Assembly of Heads of State and Government of the African Union held in Maputo in 2003 and in 2010 on maritime safety, security and protection of environment in Africa;

Recalling the International Maritime Organization (IMO) resolution A.958(23) concerning the provision of hydrographic services adopted on 5 December 2005;

Commending the different initiatives for the development of transport infrastructure and services in Africa, including;

1. The Infrastructure Consortium for Africa (ICA);
2. The Africa - European Union Partnerships on Infrastructure and Energy, as defined in the Joint Africa European Union Strategy, (JAES);
3. The Presidential Infrastructure Championship Initiative;
4. The Special Fund of the NEPAD Infrastructure Project Preparation Facility (NEPAD-IPPF).

Noting the initiatives of the Regional Economic Communities within the framework of facilitating the movement of persons and goods among Member States;

Concerned by:

1. the low level of development of transport infrastructure and services in Africa;
2. the multiplicity of rules and regulations, and the complexity of administrative procedures in transit transport between African countries;
3. the inadequate capacity to implement international conventions and regional treaties relating to the transport sector;

4. the increase in the number of accidents in the different modes of transport and their negative economic, social and cultural impact in relation to the situation regarding safety, security and the environment;
5. the growing menace of piracy on Africa's coastal waters particularly in the Gulfs of Aden and Guinea;
6. the diversity and disparity in national laws, regulations, norms, standards and procedures in transport sector development and operations in the different sub-sectors;
7. the low level of resources mobilised at the national level for the development and maintenance of transport infrastructure
8. European Union's unilateral publication of the safety list and operational ban of African airlines on the European air space.

Recalling:

1. the African Union Commission role to coordinate, and facilitate the harmonisation of transport policy, infrastructure and services on the African continent;
2. the central role of the Regional Economic Communities in the implementation of programmes and projects for the coordination and development of transport infrastructure and services;

Reiterating:

1. our firm determination to combine our efforts for the sustainable development of a viable, reliable, safe, efficient and affordable integrated transport systems and services for the economic and social development of Africa;
2. the urgency to implement regional and continental strategies in respect of transport in support of the Millennium Development Goals;

Undertake to:

1. Adopt the Programme for Infrastructure Development in Africa (PIDA) and the Institutional Architecture for Infrastructure Development in Africa (IAIDA) for its implementation, and give it the top most priority as the single programme for inter-regional and continental integration that will help to interconnect transport networks, especially those serving landlocked and island countries for the territorial, economic and social cohesion of Africa in support of its global competitiveness;
2. Accelerate the achievement of the missing links on the Trans African Highway network, modernise and develop the railway network mainly the landlocked countries by 2020;

3. accelerate the facilitation of inter-State transport by harmonising legislations, simplifying transit procedures, removing non-physical barriers and improving efficiency and safety in transport operations;
4. strengthen and where necessary put in place institutions responsible for the management of safety, security and facilitation in the transport sector;
5. encourage the establishment of regional safety and security oversight, search and rescue and accident investigation organisations as a means of developing State capabilities to implement international obligations and protect users;
6. integrate in all transport programmes as a specific component to combat and prevent HIV/AIDS and STIs as well as sexual tourism;
7. foster the use of ICT and other technologies in the development of transport infrastructure and operations;
8. establish a permanent mechanism of consultation between the European Commission and the African Union Commission and African States on the interdiction of access to the European air space by the African airlines;
9. take specific measures to ensure the sustainable financing and appropriate management of the transport sector and to create enabling conditions for national and foreign private investments;
10. ratify and speed up when never necessary, the implementation of international conventions relating to safety, security and the protection of the environment as well as regional agreements on market access, facilitation of transport and transit traffic;
11. sign, ratify and implement the United Nations Convention on contracts for the international carriage of goods wholly or partly by sea (the Rotterdam rules);
12. accelerate implementation of the Durban Resolution on Maritime Safety, Maritime Security and Protection of the Marine Environment;
13. support the effective implementation of the Yamoussoukro Decision (YD) on the Liberalisation of Air Transport Markets under the African Civil Aviation Commission (AFCAC) as the Executing Agency of the Decision;
14. support the effective implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa in linkage with Global Aviation Safety Plan (GASP);
15. carry out the training of technical and professional staff in the different modes of transport.

Decide to:

1. promote the development of regional and continental transport infrastructure and services in a holistic manner based on the policies and programmes of Regional Economic Communities and through the Programme for Infrastructure Development in Africa (PIDA);
2. promote major priority transport infrastructure projects in the framework of the different trans African transport networks;
3. accelerate the modernisation and harmonisation of legislation, regulations, norms, standards and procedures in the different transport sub-sectors;
4. initiate the process of establishing an intergovernmental agreement to underpin the Trans African Highways Network;
5. adopt the third Sunday of the month of November which is currently the world day for remembrance of road accident victims as the African Day of Road Safety;
6. adopt the African Civil Aviation Policy;
7. endorse the convening of a Ministerial conference on aviation safety in 2012;
8. endorse the Declaration of the Council of the Civil Aviation Organisation (ICAO) on the European Union Emissions Trading Scheme (EU ETS);
9. endorse the establishment of a Regional Aviation Security Group to facilitate the implementation of 2007 Addis Ababa Declaration and the 2010 Abuja Declaration and African Roadmap on Aviation Security adopted by the Ministers responsible for Aviation Security;
10. accelerate the ratification of the Constitution of the African Civil Aviation Commission.
11. facilitate women's access to transport professions;
12. promote research and development programmes for transport infrastructure and services in Africa;
13. speed up the ratification and implementation of the African Maritime Transport Charter.

Invite the African Union Commission to:

1. take all the necessary steps to submit the Programme for Infrastructure Development in Africa to the Eighteenth Ordinary Session of the Assembly of the African Union for adoption;

2. Elaborate an Intergovernmental Agreement on TAH network for harmonisation of road norms and standards;
3. Elaborate African Charter on Road Safety to be submitted to the African Union Member States for adoption; and
4. Organise periodic conferences during the Decade of Action for Road Safety 2011-2020, declared by the United Nations, to evaluate the progress achieved, and update the Plan of Action and report to the Conference of African Ministers of Transport

Appeal to the United Nations Economic Commission for Africa, the International Civil Aviation Organization, the International Maritime Organization, the Office of the United Nations High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, the International Labour Organization, the African Development Bank, the World Bank, the European Union, all development partners and other technical stakeholders in the transport sector to continue supporting the transport and infrastructure development programme in Africa.

Appeal:

- The Member States of the African Union and Regional Economic Communities to strengthen inter-African and continental cooperation in the transport sector;
- The African Union Commission to submit this Declaration to the next Assembly of Heads of State and Government of the African Union to be held in January 2012 in Addis Ababa, Ethiopia.

Adopt the Plans of Action annexed to this Declaration.

Done in Luanda, 24 November 2011

PLAN OF ACTION ON ROAD TRANSPORT

AFRICAN UNION

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**SECOND SESSION OF THE CONFERENCE
OF AFRICAN MINISTERS OF TRANSPORT
21 – 25 NOVEMBER 2011
LUANDA, ANGOLA**

AU/TPT/MIN/PI.Ac RT (II)

**PLAN OF ACTION
ROAD TRANSPORT
(2012 - 2015)**

**PLAN OF ACTION
ROAD TRANSPORT**

N°	Objectives	Activities and actions	Sources of indicators	Lead institution	Institutions Involved	Period
1	DEVELOPMENT OF ROAD INFRASTRUCTURES NETWORK					
	Connectivity of African road networks	Speed-up PIDA PAP implementation	Report	AU, NPCA, RECs & States		2012-2020
2	STANDARDS OF ROAD INFRASTRUCTURES					
2.1	Establishment of the institutional framework					
A	Setting up of the institutional framework	Elaboration of Terms of Reference/Road map for the Steering Committee and Working Groups	Report	AUC	NPCA, AfDB, RECS, UNECA	2012
B		Establishment of the Steering Committee	Report	AUC	NPCA, RECS, AfDB, UNECA	2012
C		Establishment of Working Groups (Technical and Legal)	Report	AUC	NPCA, RECS, AfDB, UNECA	2012
2.2	Elaboration of the TAH norms and its Intergovernmental Agreement					
A	Draft continental TAH norms consolidated	Finalisation of the draft road norms	Report	NPCA	AUC, AfDB, RECS, UNECA, OHRLLS	2012-2014
B	Draft Intergovernmental Agreement finalised	Finalisation of the Draft Intergovernmental Agreement	Report	AUC	NPCA, AfDB, RECS, UNECA, OHRLLS	2012-2014
2.3	Intra-African and international Cooperation					
A	Reinforcing communication and information between African Stakeholders	Setting up of an information network between all African Stakeholders	Report	AUC	NPCA, AfDB, RECS, Member States,	2012-2013

N°	Objectives	Activities and actions	Sources of indicators	Lead institution	Institutions Involved	Period
					Specialised Institutions	
b	Promotion and reinforcement of partnerships	Strengthening of the cooperation with Partners	Report	AUC	UNECA, OHRLLS	2012-2013
C		Strengthening of partnerships with other international institutions	Report	AUC	WB, SSATP, IRF	2012-2013
2.4	Resource mobilisation					
A	Ensure better mobilisation of financial resources for the Elaboration process of TAH norms and its	Setting up of adequate resources for delivery process of expected documents	Budget	AUC	NPCA, UNECA, OHRLLS, AfDB	2012-2013
B	Intergovernmental Agreement	Establishment of a strong partnership with Private sector	Reports	AUC	NPCA, UNECA, OHRLLS, AfDB	2012-2013
2.5	Road infrastructure Development and Facilitation					
A	Facilitation of road management	Setting up of databases and information systems (in construction, maintenance, environmental and road safety issues as well as transit facilitation matters (Harmonization of documents and administrative and customs transit procedures between African states)	Reports	NPCA	AUC, UNECA, REC, Member States	2014
B	National and Regional monitoring	Establish regulatory bodies at national and regional level	Reports	NPCA	AUC, RECs, Member States	2013
C	Prevention of, and fight against STDs and HIV/AIDS	Dissemination of good practises in the fight against HIV/AIDS and STD	Reports	RECs	AUC, NPCA, UNECA, OHRLLS	2013
D	Gender promotion	Encouraging and promoting women's access in training programmes relating to the road sub-sector	Reports	RECs	AUC, NPCA, UNECA, OHRLLS	2013

N°	Objectives	Activities and actions	Sources of indicators	Lead institution	Institutions Involved	Period
2.6	Ownership by African Stakeholders					
A	Ratification of due agreements	Signing/Ratification/Accession to the Intergovernmental Agreement	Report	Member States	AUC, UNECA, OHRLLS, RECs	2013
B		Signing/Ratification/Accession to international and regional conventions and treaties on road safety	Report	Member States	AUC, UNECA, RECs	2013
C		Ratification of international and regional arrangements on road transit (Almaty Action Programmes, regional agreements...)	Report	Member States	AUC, UNECA, RECs	2013
D	Enforcement of national laws and regulations on road transport	Updating of national road guidelines according to the continental TAH norms and Agreement (design/construction/maintenance...)	Report	Member States	AUC, UNECA, RECs	2013
E		Establishment of national bodies on implementation of the new TAH norms	Report	Member States	AUC, RECs	2013
2.7	Capacity building					
A	Dissemination of information about Intergovernmental Agreement on TAH and its norms and its	Regional and national workshops on new TAH norms	Reports	AUC	NPCA, RECs, UNECA, OHRLLS, AfDB, Specialised Institutions	2013
B		National and regional workshops on UN conventions and agreements in the area of road safety to support the implementation of the general assembly resolution 64/255 declaring 2011-2020 the Decade of Action for Road Safety	Reports	RECs	NPCA, ECE, RECs, UNECA, OHRLLS, AfDB, Specialised Institutions	2013

N°	Objectives	Activities and actions	Sources of indicators	Lead institution	Institutions Involved	Period
3	FACILITATION OF ROAD TRANSPORT IN AFRICA					
A	Facilitate inter-state transit and transport	Harmonize documents and administrative and customs transit procedures between African states	Reports	RECs	AU, States, MOWCA, CCCER	2012-2015
		Harmonization of customs controls	Report	RECs	States, AU, CCCER	2012-2014
B	Strengthen the capacities of African road operators	Harmonization of the conditions of exercise of the profession of road transport operators	Reports	RECs	AU, RECs	2012-2015
		Elaboration of capacity-building programmes for professional operators	Reports	States	AU, RECs, MOWCA	2012-2015
C	Assess inter-State road transport	Setting up of observatories and corridor management committees	Reports	RECs	MOWCA, AU, States	2012-2015
			Report	RECs	AU, States, MOWCA	2012-2015
D	Encourage Member States to accede to international conventions on the facilitation of transport	Organizing workshop: raising awareness among States and transporters	Report	RECs	AU, States, MOWCA	2012-2015
4.	ROAD SAFETY (CF. AU/TP/EXP/2C(III) – DECADE OF ACTION FOR ROAD SAFETY: 2011-20202 AFRICAN ACTION PLAN)					
5.	ENVIRONMENTAL PROTECTION					
A	Reduce the negative impact of road transport on the environment.	Elaboration of regulations and standards at the national level. Carry out sensitisation campaigns on environmental issues concerning the sub-sector	Publications	AU	RECs, States	2012-2015
B	Harmonizing assessment criteria of environmental impacts	Elaboration of continental environmental guidelines for this sub-sector	Report	AU	RECs, States, SSATP	2012-2015

N°	Objectives	Activities and actions	Sources of indicators	Lead institution	Institutions Involved	Period
C	Take measures minimise energy wastage in the road transport field	Promotion of measures encouraging energy conservation in order to guarantee availability of alternative energy sources	Reports	States	AU, RECs	2012-2015

**AFRICAN PLAN OF ACTION FOR THE 2011-2020
ROAD SAFETY DECADE OF ACTION**

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**SECOND SESSION OF THE
AFRICAN UNION CONFERENCE
OF MINISTERS OF TRANSPORT
LUANDA, ANGOLA,
21 – 25 NOVEMBER 2011**

AU/TPT/EXP/2C (II)

**DECADE OF ACTION FOR ROAD SAFETY:
2011-2020 AFRICAN ACTION PLAN**

African Road Safety Action Plan 2011-2020

I. Overview

Five pillars: The African Road Safety Action Plan 2011-2020 is organized under the five pillars of the Decade of Action for Road Safety 2011-2020, namely: (i) Road Safety Management which concerns the institutional framework needed to implement road safety activities, and thereby sets the oversight of all other pillars; (ii) Safer roads and mobility that deals with road development, the safety of all road users, especially pedestrians and other vulnerable users; (iii) Safer vehicles which focuses on standards, entry and exit of vehicles into and from countries; (iv) Safer drivers and other road users that addresses driver training, testing and licensing, driving permits and enforcement of the driving code, awareness and education of the public, and the development of a safety culture, and (v) Post-crash response which deals with on-site care, transport and trauma care of injured.

Pillar 1: Road Safety Management

A few countries in Africa have established and substantially implemented modern road safety policies: they have a functioning Lead Agencies; crash information systems producing regular data that is disseminated and used to continuously improve the effectiveness of road safety actions, and; enjoy substantial coordination between relevant public and private institutions from an array of sectors. For the majority of countries however, it will take time to establish institutional frameworks with all the necessary functions, and to develop the appropriate participation of the private sector and civil society. The Decade of Action will provide the opportunity for African countries to intensify or to develop activities towards building their institutional capacity. Countries that have made more progress in putting in place structures and processes to improve road safety can focus on more advanced targets, such as capacity building at local government level, and developing local research and road safety monitoring.

Pillar 2: Safer roads and mobility

Road safety should be given appropriate consideration in infrastructure development, and appropriate facilities for pedestrians and other vulnerable road users should be introduced or improved. To ensure basic safety conditions of the infrastructure, member countries should carry out safety audits for the most traveled portions of the network throughout planning, designing, construction and operation stages – and conduct corrective upgrade programs - so that mitigation measures become part of day to day network management. Road safety audits need to specify the safety of the infrastructure for each type of road user, including and especially vulnerable users. Road safety audits also ensure capacity development and mainstreaming.

Pillar 3: Safer vehicles

Low standards for vehicles contribute to a significant number of crashes. The private sector has an important role to play in updating the commercial fleet in African countries. Safety standards need to be reviewed for all motor vehicles as well as

related safety equipment such as seat belts, and helmets for motor cycles and bicycles – and law enforcement needs to be strengthened to ensure compliance with international standard/good practices, including regulations related to import of vehicles.

Pillar 4: Safer Road Users

Standards and rules governing the provision of license to private, commercial and public transport drivers need to be reviewed - including the specific standards for high risk younger drivers. Legislation and institutional framework regarding driving schools, instructor training and testing, driver testing, driving license system, and passenger transport need to be reviewed and modernized.

Law enforcement in accordance with good practices is critical in enhancing safety to ensure adherence to basic safety standards - including speed, safety belts, alcohol, helmet and fatigue management. This requires enhanced capabilities of traffic control agencies. The success of these actions requires full engagement and commitment from participating traffic enforcement agencies. Twinning arrangements among Road safety agencies, for example those organized by the International Road Policing Organisation (RoadPOL), could help in achieving such engagement and commitment. The focus should be placed on appropriate incentives in order to achieve sustainable governance. Partnership with the private sector should be pursued, including users, providers, financiers and insurers of transport services to promote self-regulation.

Pillar 5: Post-crash response

Post-crash care diagnostic should evaluate capabilities and practices of emergency services to road crash victims on national roads, including: on-site management; transport of victims to health facilities; emergency and trauma care services for the injured; coordination and financing of stakeholders involved in post-crash services. Post-crash management is a long term effort. It needs to consider on-site care, transport of the injured to appropriate medical facilities, and the trauma care of the injured. Emergency communication systems, equipment and training for accident on-site care, and an ambulance service along priority roads are the first steps to be taken. The role of private sector is again paramount here.

II. Plan of Action (Log frame)

AFRICAN ACTION PLAN FOR THE ROAD SAFETY DECADE: 2011-2020

Objective: To reduce road traffic crashes by 50% by the year 2020

PILLAR 1: ROAD SAFETY MANAGEMENT

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODYS AND MAIN ACTORS	TIME FRAME
Established/strengthened Lead Agencies	Establish/strengthen national road safety lead agency with legal, financial and human backing.	Legislation creating Road Safety Agency established	Member Countries, Research Institutions, road safety associations, RECs, AUC, ECA, AfDB, SSATP & Development Partners	2012-2015
	Prepare & approve a Road Safety Policy/Strategy.	Number of countries with approved RS Policy or Strategy. Road Safety Agency operational and functional (Core professional staff recruited; Funding source clearly identified)		
	Set realistic and attainable RS targets	Number of countries with approved RS Policy or Strategy Number of countries with decentralized road safety units		
	Advocate RS to become one of the focus areas for development plans.	Number of countries mainstreaming road safety in their development plan or poverty		2012 -2015

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODYS AND MAIN ACTORS	TIME FRAME
		reduction strategy		
	Promote and assist road safety research and studies and use good practices from other countries Create knowledge management portals on road safety issues in Africa	Number of universities and institutions carrying out research on road safety Number of knowledge management portals on road safety issues created in Africa		
	Establish self-standing RS Financing	Number of countries that have dedicated funds to implement RS programme		
	Allocate at least 10% of road infrastructure investment to RS Allocate sufficient financial and human resources to improve RS Allocate 5% of road maintenance resources to road safety	Amount of funding allocated to RS Increase in funds allocated to RS Number of countries that have allocated 5% of road maintenance resources to road safety	Member countries, ECA, WB, AfDB, GRSF	2012-2016
Improved Management of Data	Develop and implement a sustainable and accurate national database on RS crashes Enforce mandatory reporting, standardized data in conformity with	Computerized and integrated data management system established	Member States, RECs, media	2012 -2014

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODYS AND MAIN ACTORS	TIME FRAME
	international definitions, and provision of sustainable funding;			
	Develop a National Crash Analysis and Reporting System	Structured data reporting and collection system in place; Regularly published and circulate	Member States, media, NGOs	2012 -2014
	Harmonize data format in road crash reporting in line with international standards; Harmonize vehicle and driver registration data system.	Harmonized data attributes adopted Number of countries with harmonized road safety data management systems Number of RECs which have provided member countries with directives on Harmonizing vehicle and driver registration data system Number of countries with harmonized vehicle and driver registration data system	RECs, SSATP, WHO, Member states, Development Partners, corridor management institutions	2012-2014
	Build capacity for data management on road safety	Number of countries; RECs carrying out capacity building on data management on road safety		
	Engage local and regional research centers on road safety data management	Lead academic institution identified to manage database Number of countries with research institutes on road safety data management		

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODYS AND MAIN ACTORS	TIME FRAME
	<p>Establish/strengthen and harmonize injury data system to be recorded by Health Facilities</p> <p>Establish a baseline data on road safety</p>	<p>Injury data readily available – disaggregated data from Health Facilities</p> <p>Number of countries with baseline data</p>		
<p>Develop/Strength Partnership and collaboration</p>	<p>Commit appropriate Road Safety component in all relevant international partner funded interventions.</p>	<p>% of eligible partners supporting programmes</p> <p>Number of partners supporting national road safety activities increased</p> <p>Membership in partnership arrangements increased</p>		<p>2012 -2014</p>
	<p>Transport corridors to put in place appropriate road safety programmes and carry out related activities</p> <p>Establish national associations of road accident victims and survivors</p>	<p>Resources from partners increased</p> <p>Number of corridors with appropriate road safety programmes and activities</p> <p>Number of countries with national associations of road accident victims and survivors</p>	<p>AUC/RECs, ECA, GRSP, member states, NGOs, Youth associations, victims, survivors</p>	<p>2012-2015</p>
	<p>Promote Private Sector and Civil Society Organizations involvement in RS development effort/programme</p>	<p>Collaboration with key NGO's and disadvantaged groups increased;</p> <p>Number of RS projects funded by Private sector</p>		

PILLAR 2: SAFER ROADS AND MOBILITY

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY AND MAIN ACTORS	TIME FRAME
Safer Roads Infrastructure for all road users	Establish effective safety engineering units in roads agencies with responsibilities to strengthen safety considerations in roads development	-% of road projects cost dedicated and spent on road safety infrastructure -No of regular Road Safety Audits undertaken	Member States	2012-2014
	Mainstream RS sustainability in the protocol of key relevant public entities in charge of the planning, designing and construction and maintenance of the road network	No of countries with Safety engineering unit No of countries with RS audit and inspection guide line guidelines No of countries with road safety Legislation	Member States, AfDB, Development partners, WB, IRF	2012-2014
	Develop & implement Africa wide and Regional RS audits and inspection guidelines Develop & implement national RS audit and inspection guideline	No. countries with national and regional RS audit and inspection guidelines	UNECA, AUC , Member States	2012-2014 2012-2014

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY AND MAIN ACTORS	TIME FRAME
	Carry out road safety inspection/audit of priority corridors	% of existing road in km inspected No of new road project audited	Member States, RECs, Development partners	2012-2014
	Support to the multi sector pilot RS project targeting a high risk corridor	No of multi-sector RS corridor pilot projects implemented	Member states, RECs WB AfDB, Private sector	2014-2016
	provide facilities for non-motorized/vulnerable road users in urban and Sub urban areas	No or KMs of the segregated facilities along the roads in urban and sub urban areas; No or KMs of segregated facilities across the roads – <i>pedestrian</i>	Member States, AfDB, ,Private sector, RECS ,WB	2014-2016
For all Pillars	Capacity building Training is essential for all road safety professionals and road agency executives	Safety audit an inspection capacity building and other safety related CB/training		

PILLAR 3: SAFER VEHICLES

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY and MAIN ACTORS	TIME FRAME
Road Worthiness of Vehicles (Vehicle Safety)	Make regular inspection of vehicles mandatory and ensure enforcement of inspection;	No of existing vehicle inspection facilities in relation to no. of vehicles in country	Member States/RECs	2012-2014

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY and MAIN ACTORS	TIME FRAME
	Develop and implement motor vehicle and related equipment safety standards;	Ratio of No automated inspection centers in relation to No of vehicle in country.		
	Implement or strengthen enforcement in accordance with good practices	Frequency of inspection % of vehicles complying with standards		
	Encourage the use of fiscal advantage and other incentives for motor vehicles that provide high levels of road user protection and discourage import/ export of new or used cars that have reduced safety standards;	Maximum age of imported vehicles (replacement of old fleet) salted away; No of vehicles under maximum age Number of countries with minimum of standards set for imported and modified vehicles. % of public and freight transport vehicles with speed governors	Member states ECA, AfDB, AUC, WB, Development Partners	2014-2016)
	Setup & implement regulations on transportation of dangerous goods	No of countries with regulations on the transport of dangerous goods	Member States/RECs	2012-2014

PILLAR 4: SAFER ROAD USERS

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY and MAIN ACTORS	TIME FRAME
Educated General Public (Road Users)	Establish/strengthen school clubs	% of schools with Road Safety Clubs	Member States, NGOs, Private sector, Development partners, civil societies	2012-2014
	Undertake& intensify safety awareness campaign Develop national communication framework	the frequency and number of Road Safety campaigns established No of countries with national communication frame work		
	Include Road Safety in school curricula; Produce and distribute standardized road safety educational and awareness materials for schools Support the implementation of road safety education in all primary schools.	No of countries with integrated national road safety curricula Establish evaluation systems to measure effectiveness of RS programmes	Member States, NGOs, Private sector, Development partners	2014-2016)
	Harmonize Road Safety in school curricula at the Sub-regional level;	% of Curricula for schools harmonized	RECs, AUC, ECA, WB, SSATP, AfDB	2014-2016)
	Strengthen drivers' training, testing and licensing standards and rules Implement or strengthen enforcement in accordance with good practice; Issue and enforce safety directives for commercial transport services which includes vehicle operation times and drivers working	Trained and accredited driving instructors mandatory and available Mandatory formal training accessed by drivers Existence of regulation on operation times and drivers working and resting hours	Member states	2014-2016)

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY and MAIN ACTORS	TIME FRAME
	and resting hours.			
	Establishment of Driver Inspectorate	No of countries with regulated driving school	Member states	2014-2016)
Use of Helmets	<p>Develop or amend an appropriate helmet law for motorcycle riders and their passenger; Promote public awareness campaign on benefits of helmet;</p> <p>Publicity on legislation and penalties for non-compliance</p>	<p>Legislation established for riders and passengers</p> <p>% of countries with legislation on helmets</p> <p>% of riders complying (cyclists helmets user) increased;</p>	<p>Member states Civil Society, NGOs, media</p> <p>Member states</p>	2012-2014
Seat Belt	<p>Issue and enforcement regulations to wear seat belts;</p> <p>Compulsory wearing of seat belt wearing for front seat occupants and encouragement for back seat occupants;</p> <p>Promote use of child restraints</p> <p>No kids less than 10 years in front seat of</p>	<p>Number of countries with a comprehensive seat-belt law</p> <p>% of seat belt use in front and back</p> <p>Number of countries with national data on seat-belt wearing rates.</p>	<p>Member countries</p> <p>Member countries NGOs, Development partners, Private sector</p>	2012-2014

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY and MAIN ACTORS	TIME FRAME
	<p>vehicle</p> <p>Issue and enforce regulations for all imported vehicles or domestic productions to be equipped with seat belts;</p> <p>Increase support to the fasten seat belt campaign while driving;</p> <p>Exchange experience with other countries</p>			
Alcohol	<p>Set rules to reduce alcohol and drug related crashes and injuries; and seek compliance with drink-driving laws and evidence-based standards</p> <p>Harmonize the rules at Sub-regional level</p>	<p>Number of countries with blood alcohol concentration limits less than or equal to 0.05g/dl;</p> <p>No of countries prohibiting drunk driving</p> <p>No of countries with legislation prohibiting drunk driving</p>	Member States	2012-2014
Mobile Phone Use Speeding	<p>Set inspection target to inspect drivers under the influence Of drug and alcohol;</p> <p>Regulation against use of mobile phone</p> <p>Regulation prohibiting driving under the drug and alcohol</p> <p>Campaign against speeding</p>	<p>Number of countries with national data on the proportion of alcohol-related fatal crashes</p> <p>Number of countries with Regulation controlling driving under influence of drug and alcohol</p> <p>No of countries Clear speed limit regulated</p>	<p>Member States</p> <p>RECs</p> <p>Media</p>	2012-2014

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY and MAIN ACTORS	TIME FRAME
	Clear speed limit regulated			

PILLAR 5: POST-CRASH RESPONSE

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY and MAIN ACTORS	TIME FRAME
Emergency Care	Increase coverage of emergency assistance systems for road traffic victims to cover all urban areas and regional corridors; Implement 3 rd party motor vehicle insurance law to ensure EMS and rehabilitation of vehicle crash victims.	Number of dedicated emergency rescue units in ratio of population	Member countries NGOs, Development partners, Private sector	2012-2015
	Establish emergency medical services coordinating centers at strategic locations; Acquire fully equipped ambulances and medical supplies for each dispatch center	No of coordinating medical services established; No of equipped ambulances;	Member countries NGOs, Development partners, Private sector	2012 -2015
	Implement universal three digit emergency telephone communication system	% of countries with emergency call services % calls attended to by Ambulance Service	Member countries, NGOs, Development partners, Private sector	2012 -2015

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY and MAIN ACTORS	TIME FRAME
	Train "first responders" (traffic controllers, fire fighters & commercial public transport drivers) in injury emergency response service	% victims receiving medical care within 1hr of accident	Member countries, NGOs, Private sector	2012 -2015
	Popularize and implement WHO's Guideline for trauma quality improvement programs	% of upgraded emergency care facilities	Member countries WHO ECA WB AfDB	2012 -2015
	Acquire fully equipped ambulances with medical supplies and crash extraction and rescue equipment	% of standardized ambulance	Member countries Development partners, WHO	2012 -2015
	Develop long term hospital trauma care and rehabilitation capacity Train technicians in rescue operations and in handling crash extraction tools	% of skilled emergency personnel in ratio of population % of technicians trained	Member countries Development partners, WHO, NGOs	2012 - 2015
	Support health facilities along main highways with Emergency Medical System supplies and facilities.	Coverage of community first aid units along corridors	RECs, Member countries, Development partners	2012 - 2015

CROSS-CUTTING ISSUES

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY and MAIN ACTORS	TIME FRAME
Rural Transport Safety	Carry out & implement road safety audits on rural roads Ensure that safety features are incorporated at the planning and construction stages of the roads.	% of countries with Regulation on minimum standard of safety on rural roads % of countries with regulation of mixed transportation	Member States Development partners, NGOs, Rural transport institutions Member States Development partners, NGOs, Rural transport institutions	2012- 2015
	Sensitization of rural population on road safety	% reduction of rural road users involved in fatalities % reduction in animal strikes % of countries with community data collection system		
Evaluation of the Decade	Carry out mid-term review	No of countries with mid-term report	Countries, RECs AUC, ECA, AfDB,	2015
	Carry final report	No of countries with final report	Countries, RECs AUC, ECA, AfDB	2020

PLAN OF ACTION ON MARITIME TRANSPORT

AFRICAN UNION
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UNION AFRICAINE
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**SECOND SESSION OF THE CONFERENCE
OF AFRICAN MINISTERS OF TRANSPORT
21 – 25 NOVEMBER 2011
LUANDA, ANGOLA**

AU/TPT/MIN/PI.Ac. MT (II)

**PLAN OF ACTION
MARITIME TRANSPORT
2012 - 2015**

INTRODUCTION

This Plan of Action is a fourth update of the one initially adopted in Abuja, Nigeria, on 23 February 2007 by the Ministers responsible for Maritime Transport at their First Conference under the auspices of the African Union. The second review of the Plan of Action took place during the First Session of the Conference of Ministers Responsible for Transport held in Algiers, Algeria in April 2008 and the third update was done in October 2009 in Durban, South Africa at the Second African Union Conference of Ministers responsible for Maritime Transport.

This Plan of Action constitutes a road map primarily aimed at outlining the global objectives pursued in the bid to improve African maritime transport, the major activities or actions identified for attaining the objectives, the measures of output, the lead and other institutions responsible for the implementation of the activities detailed in the Action Plan.

Responsibility for the implementation of the Plan of Action is shared by several stakeholders at the national, regional and continental levels. The African Union Commission is expected to oversee its overall implementation besides having direct responsibility for some of the activities. The overall financial implications of the Plan of Action cannot be substantively estimated. However, such estimates will always be establishment prior to implementation of each of the activities programmed.

Moreover, the Plan of Action constitutes a negotiation document vis-à-vis development partners likely to support Africa in its efforts at developing maritime transport in the continent.

The African Union Commission will remain the key coordination organ for facilitating implementation of the Plan of Action at the continental level.

N ^o	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
1	I. Institutional and Legal Measures					
1.1	Update the 1994 Charter	Follow up signature and ratification of the African Maritime Charter and Notification to AUCC.	Number of instruments of ratification	AUCC	RECs, States, MOWCA, IMO	2012
1.2	Enhance and strengthen national capacities to ratify and implement international conventions	Provide the necessary technical assistance to maritime administrations in collaboration with International Maritime Organisation (IMO), ILO (maritime labour), and other specialized organizations such as International Organization for Hydrography.	Conventions ratified; legislations updated and implemented	AUCC	RECs, States, IMO, MOWCA, UASC, ILO	2015
1.3	Ensure better coordination of continental endeavours in the maritime transport sub-sector	Feasibility study for the creation of a continental coordination structure for the maritime transport sub-sector Creation of a maritime transport coordination unit within the African Union Commission	Decision of the Assembly of the Union	AUCC	RECs, States, MOWCA, UASC	2014

N ^o	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
2	II. Capacity Building					
2.1	Develop Africa's training capacities in the area of maritime and port administration	<p>AUCdit and creation of regional centres for technical training and maritime science</p> <p>Study of the adequacy Africa's training capacities</p> <p>Promotion and strengthening of partnerships with international maritime training institutions</p> <p>Harmonisation of training programmes</p> <p>Provision of relevant equipment and resources for the training centres</p> <p>Education and training of African personnel in the field of maritime transport and maritime services.</p> <p>Study of the profiles of maritime administrations</p>	<p>Report</p> <p>Report</p> <p>Agreements signed and implemented</p> <p>Framework adopted and implemented</p> <p>Centre equipped</p> <p>Number trained</p> <p>Report</p>	<p>AUC, RECs</p> <p>AUC, RECs</p> <p>States</p> <p>AUC, RECs</p> <p>States</p> <p>States</p> <p>AUC, RECs</p>	<p>States, PAPC, IMO, ILO, OMAOC</p> <p>States, PAPC, IMO, ILO</p> <p>AUC, RECs, PAPC, IMO, ILO</p> <p>States, PAPC, IMO, ILO</p> <p>AUC, RECs, IMO</p> <p>AUC, RECs, IMO</p> <p>AUC, RECs, IMO</p> <p>States, IMO,</p>	<p>2014</p> <p>2012</p> <p>2015</p> <p>2012</p> <p>2015</p> <p>2014</p> <p>2012</p>

N ^o	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
		Increase the number of African seafarers	Number of African seafarers	States	PAPC AUC, RECs, PAPC, IMO, ILO	2015
2.2	Enhance the capacities and promote integration of women in the maritime sector	Encouragement and enhancement of access to maritime training for women Strengthening the role of women in the maritime sector	Number of women trained Number of women employed Number of female entrepreneurs in the sector.	States “	AUC, RECs, MOWCA, PAPC, IMO, ILO “	2015 “
2.3	Combat STDs, HIV/AIDS	Sensitise maritime transport and ports personnel through education	Reduced prevalence rates	States	AUC, RECs, IMO, MOWCA, WHO, PAPC, IMO	2015
2.4	Develop partnerships between Governments and maritime and port sector organisations	Promotion of performance contracts between the State and maritime and port sector organisations	Contracts executed	States	AUC, RECs, MOWCA, PAPC, UASC, Private Operators	2015
2.5	Strengthen capacity	Training of personnel and	Number of	States	AUC, IMO,	2011

N ^o	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
3.2	Acceptance of the Memoranda of Understanding on port State control by the concerned States	Implementation of the Memoranda of the Understanding on Port State Control by member States and training of surveyors.	Improved security of ships and seafarers Increased number of ship inspection	States	AUC, RECs, PAPC, IMO, All PSC MOUs.	2015
3.3	Ensure the security of ships, ports/ship interface.	Implementation and compliance with Chapters V and XI-2 of the 1974 SOLAS Convention and the ISPS Code and SUA convention and measures for combating piracy at national level Development and implementation of measures to ensure supply chain security	Security plan established	States	AUC, PAPC, RECs, IMO	2015
3.4	Safety of domestic ferries and non-convention vessels	Adoption and implementation of the IMO Safety regulations on non-convention ships, 2007 including fishing vessels.	Number of countries revising maritime legislations	States	AUC, IMO, RECs, PAPC, ICS (International Chamber of Shipping)	2015
3.5	Promote the human element in maritime safety and security and the logistic chain	Implement a strategy in respect of the role of the human element in maritime transport safety and security Implement the directives	Reports	States	AUC, RECs, PAPC	2015

N ^o	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
		concerning passenger transport in inland waterways. Implement the directives concerning maritime cabotage				
3.6	Protect the marine environment Prevention of dumping of waste and radio-active waste.	Appraisal study of eco-systems threatened by maritime transport Enhancement of marine and coastal environment protection in all maritime transport operations Establishment of contingency plans to prevent spills Ballast water management and prevention of pollution by dangerous and hazardous substance (HNS Convention). Ratification of all international convention on anti-dumping and enactment of domestic	Impact study report Report No of contingency plans developed. Report No. of conventions ratified and	States States States States	AUC, RECs, IMO AUC, RECs, IMO, All African PSC MOUs AUC, RECs, IMO AUC, RECs, IMO	2015 2015 2015 2015

N ^o	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
		legislation thereof.	domestic legislation enacted.			
3.7	Development of capacities for preventing and combating pollution, and implement related international conventions	<p>Enhance national and regional capacities with a view to preventing, controlling and combating pollution particularly through training, exchange of skills and knowledge programmes</p> <p>Revision and improvement of national legislations</p> <p>Fight against the dumping of toxic waste along African coasts.</p>	<p>Increase in number of ratifications of international conventions</p> <p>National maritime legislation enacted Number of national contingency plans developed</p> <p>Secure a legal framework to protect biodiversity and the marine environment.</p>	<p>States</p> <p>States</p>	<p>AUC, RECs, IMO</p> <p>AUC, RECs, IMO</p>	<p>2013</p> <p>2015</p>
3.8	Provide the means to strengthen legal	Development, revision and updating of national maritime	Legislation updated and in	States	AUC, RECs, IMO, MOWCA	2015

N ^o	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
	capacities of national maritime authorities	legislations and their enabling texts Access to funding and human resources	force in all countries Available human, material and financial means			
3.9	Create regional coast guard networks (North, West, Central, East and South) and surveillance facilities, cooperation and coordination in the field of search and rescue.	Adoption and implementation of IMO/MOWCA resolution Establish regional search and rescue at centres	Regional and sub-regional rescue centre operational	AUC, RECs AUC, RECs	States, IMO, MOWCA States, IMO, MOWCA	2015 2015
3.10	Establishment of Global Maritime Distress System for Security (GMDSS).	Establishment of national, regional search and rescue centres, provision of adequate human resources (maritime police) and equipment.	No of centres established	States, IMO, AUC	States, IMO	2015
4	IV. Enhancement of Port Performance					
4.1	Improve port management and operations	Creation of a data base on port and maritime activities as well as hydrography Promotion of measures to improve port management and operations particularly audits,	Reports Port performance indicators	States States	AUC, PAPC, RECs AUC, PAPC, RECs	2015 2013

N ^o	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
		<p>management control, handling and conservation</p> <p>Harmonisation of restructuring programmes through encouragement of private-public partnerships</p>	<p>Guidelines available</p>	<p>States</p>	<p>AUC, PAPC, RECs</p>	<p>2015</p>
4.2	<p>Strengthen facilitation of international and regional maritime traffic.</p>	<p>Adoption of the 1965 FAL Convention and the 1991 amendments to the IMO Convention</p> <p>Adoption of the electronic data system (EDIMAR system) with a view to improving movement of ships, seamen and goods, and reducing the number of documents and dwell time of ships in ports</p> <p>Creation of one-stop shops</p>	<p>Establishment of FAL National Committees and reduction of ships dwell time</p>	<p>States</p> <p>”</p> <p>”</p>	<p>AUC, PAPC, RECs, MOWCA, IMO, UASC</p> <p>”</p> <p>”</p>	<p>2015</p> <p>”</p> <p>“</p>
4.3	<p>Improve maritime transport management systems</p>	<p>Creation of data banks for maritime transport management</p>	<p>Database available</p>	<p>States</p>	<p>AUC, RECs, MOWCA, IMO, UASC</p>	<p>2014</p>

N ^o	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
		Establishment of observatories				
4.4	Promote quality maritime transport	Adoption and use of improved technical standards	Standards applied	States	AUC, RECs, IMO, UASC	2015
4.5	Organise the activities of maritime transport auxiliary services	Enact appropriate and harmonised legislations for African countries	Legislations applied	States	AUC, RECs, UASC, MOWCA, IMO	2015
		Promotion of African National Operators in maritime professions and maritime transport auxiliaries	Rights of AUCxiliaries defined and applied	States	AUC, RECs, UASC, MOWCA, IMO	2013
4.6	Improve the competitiveness of African ports	Identification of the causes of non-competitiveness of African ports	Report	States	AUC, RECs, MOWAC, PAPC	2012
		Acquisition of adequate equipment and infrastructure	Equipment operational	States	AUC, RECs, MOWAC, PAPC	2013
		Identification and implementation of key development projects	Projects executed	States	AUC, RECs, MOWAC, PAPC	2015
		Reduction in port transit charges	Percentage of reduction	States	AUC, RECs, MOWAC, PAPC	2015

N ^o	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
5	V. Strengthening of inter-African and International Cooperation					
5.1	Facilitate access to and from the sea and freedom of transit for landlocked countries	Implement the facilitation agreements (Almaty Programme of Action, various other regional programmes etc.)	National and regional facilitation committees	AUC, RECs	States, PAPC, MOWCA, UASC	2015
Improvement of maritime transport infrastructure		Work accomplished	States	States, PAPC, MOWCA	2015	
Development of dry ports and maritime logistics centres		“	“	“	“	
Use of navigable internal waterways and, eventually, building of navigable canals to link up landlocked countries		Work accomplished	States	States, PAPC, MOWCA	2013	
Creation of railway, road and oil pipeline development corridors		Facilitation measuring approach	AUC, RECs	States, PAPC, MOWCA	2014	
Improvement of corridors performance		Facilitation measuring approach	AUC, RECs	States, PAPC, MOWCA	2014	
Implementation by different States of inter-State		Report of study	AUC, RECs	States, PAPC, MOWCA	2014	

N ^o	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
		conventions on transit transport Conduct demand analysis for alternative and or additional seaports.	Report of study	RECs	States, PAPC, MOWCA	2015
5.2	Reinforce communication and information sharing and database among merchant marine administrations/ maritime administrations.	Establishment of information networks among African maritime authorities	Network functional	States	AUC, RECs, PAPC, MOWCA, IMO	2014
5.3	Improve maritime transport conditions and protect the interest of shippers	Enhance the creation of shippers' councils Organisation of skills upgrading workshops on maritime transport integrated logistics chain for African shippers Defence and protection of the interests of shippers in international conventions (UNCITRAL Convention on International Carriage of Goods Partially or Wholly by Sea)	Council created Workshops and seminars organised Report Reduction of ports access, freight and transit costs	States States States	AUC, RECs, UASC AUC, RECs, UASC AUC, RECs, UASC	2015 2015 2015

N ^o	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
		Control costs in the transport chain.				
5.4	Promote cooperation among maritime transport service providers (Shipping lines) Promote joint venture in maritime transport services.	Promotion of African companies Development of joint venture companies (joint ventures) in the area of maritime transport through shipping consortia and “slot chartering”	Volume of goods transported by African shipping companies	States	AUC, ADB, RECs, UASC	2014
5.5	Cooperation and sharing of knowledge by technical experts	Creation of area specialised forums for such technical experts as maritime engineers, legal experts, business experts, bankers, equipment operators, ship and other maritime operators.	Number of events organised	AUC	RECs, sector professional associations, States and all stakeholders	2015
6	VI. Facilitation and Financing of Maritime Transport and Ports					
6.1	Promote acquisition of vessels	Enhance the development of funding instruments for vessels acquisition	Tonnage belonging to and used by African countries	States	AUC, ADB, RECs	2015
6.2	Facilitate and encourage the creation of African ship registers	Development of a legal and appropriate regulatory environment for ships registration	Registers established	AUC	RECs, States, MOWCA, IMO	2014
6.3	Promote and foster	Appraisal of States	Appraisal report	AUC	RECs, ADB,	2015

N ^o	OBJECTIVES	ACTIONS	MEASURES OF OUTPUT	LEAD INSTITUTION	RESPONSIBILITY	DURATION
	mobilisation of financial resources for maritime transport	disengagement policies and impact on maritime transport Facilitation of funding for integrating maritime transport projects	Number of financing obtained	AUC	States, MOWCA, PAPC ADB, RECs, States, Development Partners, African Private Operators	2014
6.4	Improve bunkering services	Creation of regional bunkering centres/development of offshore logistics support hubs	Regional centres operational	RECs	AUC, States, PAPC	2015
7	VII. Promote Development of Maritime Transport Equipment (Ship Building, Repair and Manufacture of Equipment)					
7.1	Promote the development and/or strengthening of ship building and repair yards	Identification and support to ship building and repair yards Development of and support to shipyards	Data base Reports	States States	AUC, RECs, MOWCA AUC, RECs, MOWCA and all the African PSC MOUs	2015 2014

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Annex V

PLAN OF ACTION ON AIR TRANSPORT

AFRICAN UNION
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**SECOND SESSION OF THE AFRICAN UNION
CONFERENCE OF AFRICAN MINISTERS
OF TRANSPORT
21 – 25 November, 2011
LUANDA, ANGOLA**

AU/TPT/EXP/PI.Ac. AT (II)

PLAN OF ACTION

AIR TRANSPORT

2012 – 2015

INTRODUCTION

The present Plan of Action adopted in Luanda, Angola on 24 November 2011 by African Ministers of transport, during their Second Session of the Conference organised by the African Union Commission in collaboration with the Government of the Republic of Angola, was elaborated for the period 2012 to 2015 and supersedes the one of Algeria.

The main purpose of this Plan of Action is to define activities that will enable the attainment of African Union objectives, within the framework of air transport development, currently plagued by numerous challenges linked to the exigencies of the industry, notably questions specific to security, safety, environmental protection and air transport policies.

This Plan of Action also gives the main activities identified for the attainment of these objectives, as well as the elements of control, the lead bodies as well as the institutions involved.

Thanks to the proposals contained in this Plan, the lead bodies have a solid base to conduct the necessary discussions with different development partners likely to support Africa in its development efforts in air transport.

Within the context of achieving this Plan of Action, the role of the African Union will remain central at the continental level, in order to facilitate its implementation.

N°	OBJECTIVES	ACTIVITIES AND ACTIONS	SOURCES OF INDICATORS	LEAD INSTITUTION	STRUCTURES INVOLVED	PERIOD
1	I. Implementation of the Yamoussoukro Decision of 1999					
1.1	Operationalise the Executing Agency of the Yamoussoukro Decision	Completion of the project on the support to the operationalisation of the Executing Agency	Report of the Executing Agency	AUC	AFCAC, RECs, ECA, ADB, Member States	2012-2014
1.2	Finalise and implement competition rules for the African air transport industry and a framework for dispute settlement	Finalisation of the studies on harmonisation of competition rules and dispute settlement mechanism Development of passengers right protection	Reports	AFCAC	Monitoring Body of the YD	2012-2013
1.3	Finalise the study on the continental evaluation of the implementation of the Yamoussoukro Decision	Finalisation of the study and Implementation by the Executing Agency of the recommendations	Documents	AUC	Monitoring Body of the YD, Member States	2012-2015
2	II. African Civil Aviation Policy					
2.1	Dissemination of the African Civil Aviation Policy	Distribution and Dissemination to States of the AFCAP and coordination by AFCAC of the schedule of targets	Schedule of targets	AUC	RECs, AFCAC, AFRAA, Partners	2012-2015
2.2	Develop sustainable aviation infrastructure under PIDA	Cooperation with all concerned parties	Report	AUC	RECs, AFCAC, AFRAA, Partners	2012-2015
3	III. Aviation security and safety in Africa					
3.1	Put in place a facilitation mechanism to Strengthen aviation safety and security anism	Organisation of the Regional Conference on Aviation Safety Strengthening cooperation with	Report	AFCAC	States, AUC, RECs, AFCAC, AFRAA, Partners	2012-2015

N°	OBJECTIVES	ACTIVITIES AND ACTIONS	SOURCES OF INDICATORS	LEAD INSTITUTION	STRUCTURES INVOLVED	PERIOD
		<p>development partners</p> <p>Setting of Unit of Research of counter terrorism within African Centre for the Study and Research on Terrorism</p> <p>Creation within AFCAC of Regional Aviation Security Group</p>				
3.2	Ratify the international legal instruments by concerned States	Sensitisation of concerned states for ratification	Report	AFCAC	AUC, RECs, AFCAC	2012-2015
3.3	Improve the search and rescue operation services in Africa	Distribution to States regulatory texts	Report	AFCAC	RECs, AFCAC, States, AFRAA, Partners	2012
3.4	Strengthen training pool	Human resource development taking advantage of the existing intra-African training capacity as well as stop brain-drain	Reports, Protocols, etc.	AFCAC	RECs, AFCAC, AFRAA, ECA, ADB and Stakeholders	2012-2015
4	IV. Strengthening Inter African and International Cooperation					
4.1	Increase the number of development partners (financial and technical)	Strengthening of international cooperation	Reports, Protocols, etc.	AUC	RECs, AFCAC, AFRAA, etc.	2012-2015

AFRICAN CIVIL AVIATION POLICY (AFCAP)

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AFRICAN CIVIL AVIATION POLICY

AFRICAN CIVIL AVIATION POLICY
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Part One

General Provisions

CHAPTER ONE

1.0 BACKGROUND

1.1. EVOLUTION OF INTERNATIONAL CIVIL AVIATION

1.1.1. Following the end of World War 2, the International Civil Aviation Organization (ICAO) was created with the signing of the *Convention on International Civil Aviation* (the Chicago Convention), on 7 December 1944. The objective of ICAO, now a specialized agency of the United Nations, is to promote the development of a safe, secure, regular, efficient and economical international civil aviation. ICAO issues Standards and Recommended Practices (SARPs) for the regulation of the industry which contracting States are obliged to implement. Almost all African States are contracting States of ICAO.

1.1.2 In addition to the SARPs, there are other international Air Law Instruments including Conventions, Treaties and Protocols adopted in the field of civil aviation that are to be ratified, domesticated and complied with by ICAO Contracting States. These are listed in the Appendix 2.

1.1.3 In accordance with Article 55 of the Chicago Convention, ICAO established regional commissions namely African Civil Aviation commission (AFCAC), Latin American Civil Aviation Commission (LACAC), Arab Civil Aviation Commission (ACAC) and European Civil Aviation Conference (ECAC). During the Organization of African Union (OAU) Kampala Summit of 1975, AFCAC was adopted as the specialized Agency of African Union in the field of civil aviation.

1.1.4 Since the creation of ICAO, international civil aviation has sustained impressive growth in terms of number of airlines and their route networks, passengers and cargo transported as well as better safety records and quality of service. Traditionally the governments owned the airlines until the 1970s when USA initiated the ideology of de-regulation to remove restrictions and encourage competition in civil aviation. In the 1980s, many more countries embraced the idea of liberalisation and privatisation of air services and access to air transport markets and this attracted private sector participation with injection of further capital into the industry. Liberalisation and privatisation have catalysed the emergence of mega carriers, and alliances among airlines thereby enhancing their capacity to compete favourably.

1.2 DEVELOPMENT AND CHALLENGES OF CIVIL AVIATION IN AFRICA

- 1.2.1 Africa is the world's second-largest and second most-populous continent, after Asia. Africa has a large land mass of about 30.37 million km² (11.7 million sq mi) including adjacent islands. It covers 6% of the Earth's total surface area and about 20.4% of the total land area, with about one (1) billion people (as of 2009) which accounts for about 14.72% of the world's population.
- 1.2.2 Africa is endowed with vast natural resources. In terms of percentages it accounts for 90% of cobalt, 90% of platinum, 50% of gold, 98% of chromium, 70% of tantalite, 64% of manganese and 33% of uranium and large reserves of diamond and bauxite.
- 1.2.3 Notwithstanding the abundant resources, most African countries are still relatively poor and the Continent continues to record poor development statistics. Whilst many adverse historical politico-economic reasons could be advanced for its unsatisfactory performance, much higher socio-economic indicators could be achieved if African States joined their efforts to forge and implement common strategies for the harnessing of the continent's potentials.
- 1.2.4 Like many other sectors in Africa, civil aviation lags behind and operates well below its share of the international civil aviation market. African airlines are generally under-capitalised; operate narrow route networks and small and ageing aircraft fleet. They are weak and unable to compete with the global mega carriers. To reverse this trend and facilitate the growth of its civil aviation, Africa's leadership must continue to create enabling and conducive environment that attracts private sector capital investment in the industry. This underscores the urgent need for African States to forge a common approach to civil aviation.
- 1.2.5 Although over the past decade, African air transport has increased by 6.6%, making it the most rapid growth region after the Middle East, the absolute traffic figures remain relatively very low because of the small base. For instance in 2008, Africa accounted for only 3% of the global traffic. However, with its GDP expected to grow at the rate of 4.5% in 2011, compared with the world average rate of 3.7%, Africa potential is undeniable, but to realise the full potential there are many challenges to overcome.
- 1.2.6 Of the numerous and complex problems faced by Africa's civil aviation, safety remains the most critical in most of the states because of ineffective safety oversight mechanisms, deficiencies in airport and air navigation systems, etc which collectively lead to accident rates that are many times higher than the global average. The safety problem is compounded by disturbing incidence of flags of convenience among other malpractices which call for immediate and harmonized corrective measures.

1.2.7 Africa grapples with aviation security challenges especially due to limited systems to mitigate the new and emerging threats against civil aviation. At the same time measures have to be initiated to minimize the impact of air transport on the environment, as tighter international standards are being imposed. Furthermore there is a growing insufficiency in qualified personnel that is worsened by attrition to other markets commonly referred to as “brain drain” and high turnover of middle and senior managers particularly in government owned institutions.

1.2.8 A close analysis of the civil aviation problems in Africa indicates commonality in almost all the States leading to the conclusion that collaboration and coordination among African States would result in the optimisation of the scarce resources.

1.3 ECONOMIC CONTRIBUTION OF CIVIL AVIATION

1.3.1 Air transport is an innovative industry that drives economic and social progress. It connects people, countries and cultures; provides access to global markets and generates trade and tourism. Aviation provides the only rapid worldwide transportation network, which makes it essential for global business and tourism thus facilitating economic growth, particularly in developing countries.

1.3.2 Some 2,000 airlines around the world operate a total fleet of 23,000 aircraft. They serve some 3,750 airports through a route network of several million kilometres managed by around 160 air navigation service providers. Air carriers transport over 2.2 billion passengers annually. However the airports serve about 4 billion passengers annually which include departing, arriving and transiting passengers. The total value of goods transported by air represents 35% of all international trade. Over 40% of international tourists now travel by air.

1.3.4 The air transport industry directly generates 5.5 million jobs globally and directly contributes USD 408 billion to global GDP. The industry contributes USD 1.1 trillion to world GDP through its direct, indirect and induced impacts – equivalent to 2.3 % of world GDP.

1.3.5 The air transport industry, in 2008, generated a total of 32 million jobs globally, through direct, indirect, induced and catalytic impacts. Aviation’s global economic impact (direct, indirect, induced and catalytic) is estimated at USD 3,560 billion, equivalent to 7.5% of world Gross Domestic Product (GDP). With regards to Africa, in 2006, the air transport industry generated around 430,000 jobs in Africa and contributed more than USD 9.2 billion to African GDP (direct, indirect and induced impacts). If catalytic impacts are included, the number of jobs increases to 3.3 million and GDP to USD 67 billion. Worldwide, Africa represents 10% of total jobs and 2% of GDP generated by the air transport industry, including catalytic impacts.

1.4 **GLOBAL TRENDS IN CIVIL AVIATION**

1.4.1 Liberalisation and competition have permeated all aspects of the aviation industry and helped elevate awareness, expectations and choice at the same time protecting consumer rights. Healthy competition has promoted security, safety, efficiency quality of service and to some extent the protection of environment.

1.4.2 Needless to say, that liberalization and privatisation have led to steady reduction of state control of aviation business. States are limiting themselves to setting of policies, enforcement of regulations, ensuring public and consumer protection as well as enactment of enabling and pragmatic policies to facilitate healthy competition.

1.4.3 Many more States are collaborating among themselves through the establishment of regional, inter-regional and other strategic partnerships based on common economic interests. This encourages harmonisation of regulations, integration and management of assets, pooling of resources, etc. which enhance the growth of civil aviation, thus benefiting the agencies involved and consumers.

1.5 **STRUCTURE OF CIVIL AVIATION IN AFRICA**

1.5.1 **AFRICAN UNION/GOVERNMENTS**

1.5.1.1 The African Union (AU) is an organisation of African States formed to:

- accelerate the political and socio-economic integration of the continent;
- to promote and defend African common positions on issues of interest to the continent and its peoples;
- to achieve peace and security in Africa; and
- to promote democratic institutions, good governance and human rights.

1.5.1.2 The AU is responsible for formulating policies for the aviation industry in Africa. The AU Assembly, made up of all the Heads of State or Government of Member States, is the highest decision-making organ of the AU.

1.5.1.3 The Council of Ministers is made up of the Ministers responsible for Civil Aviation and is responsible for recommending major policy decisions to the AU Summit.

1.5.1.4 African Civil Aviation Commission (AFCAC) is the specialised agency of the AU responsible for coordinating aviation activities in Africa and is also the Executing Agency of the Yamoussoukro Decision (YD).

1.5.1.5 Regional Economic Communities (RECs) bring together countries in sub- regions for economic integration. Currently, there are eight RECs recognized by the AU, each established under a separate regional treaty. They are:

- Arab Maghreb Union (UMA)
- Common Market for Eastern and Southern Africa (COMESA)
- Community of Sahel-Saharan States (CEN-SAD)
- East African Community (EAC)
- Economic Community of Central African States (ECCAS)
- Economic Community of West African States (ECOWAS)
- Intergovernmental Authority on Development (IGAD)
- Southern Africa Development Community (SADC)

1.5.1.6 The membership of many of the RECs overlaps and creates coordination and harmonisation challenges. However the RECs have played a key role in the implementation of major civil aviation decisions including the YD.

1.5.2 **REGULATORS**

1.5.2.1 Civil Aviation Authorities (CAAs) are vested with the regulatory and oversight responsibility of the aviation industry. The CAAs ensure compliance by the industry with national policies and ICAO SARPs.

1.5.2.2 Some States have pooled their resources together to form Regional Safety Oversight Organisations (RSOOs) in order to increase their regulatory and oversight capabilities, such as the Civil Aviation Safety and Security Oversight Agency (CASSOA) of the EAC and the Banjul Accord Group Aviation Safety Oversight Organisation (BAGASOO).

1.5.3 **AIRLINES**

1.5.3.1 Airlines in Africa are major stakeholders in the aviation industry and are in the business of providing scheduled and non-scheduled air services within and outside the Continent.

1.5.3.2 Many African Airlines are members of the African Airlines Association (AFRAA), an association responsible for protecting the general interest of member airlines. AFRAA works in close collaboration with the International Air Transport Association (IATA), an association of international airlines whose mission is to represent, lead and serve the global airline industry.

1.5.4 **AIRPORTS**

1.5.4.1 Airports Authorities in Africa are responsible for the development and management of airports. Most of the airports authorities are members of Airports Council International (ACI Africa) an arm of the ACI which is a non- profit organization, whose objective is to advance the interests of

airports and to promote excellence in airport management and operations.

1.5.5 AIR NAVIGATION SERVICES PROVIDERS

1.5.5.1 Airspace Agencies are responsible for the provision of air navigation services (ANS) and facilities (en-route and airport), air traffic services, Aeronautical Information Services (AIS) and in some cases coordination of aeronautical search and rescue. These services in most countries are provided by departments within Civil Aviation Authorities.

1.5.5.2 Some States have formed groups to provide joint air navigation services such as Agency for Aerial Navigation Safety in Africa and Madagascar (ASECNA) which is based in Dakar with a membership of 17 countries and Roberts FIR providing services for Guinea, Liberia and Sierra Leone.

1.5.5.3 Airspace agencies are members of Civil Air Navigation Services Organisation (CANSO), a global association which represents the interests of ANS Providers worldwide.

1.5.6 OTHER STAKEHOLDERS

1.5.6.1 Other stakeholders include Aviation Training Organisations, Aircraft Maintenance Organisations, ground handling companies, catering companies, leasing companies, etc.

1.5.6.2 Numerous Professional Associations also play major roles in the development of the industry in Africa. They include the International Federation of Airline Pilots' Association (IFALPA), International Federation of Air Traffic Controllers' Association (IFATCA), and International Federation of Air Traffic Services Engineers' Association (IFATSEA), etc.

1.5.7 PRIVATE SECTOR PARTICIPATION

1.5.7.1 With the advent of liberalisation and increasing demands on governments' resources from other more sensitive sectors of national economies and social services coupled enormous requirement of funds for aviation infrastructure, involvement of Private Sector in aviation businesses became inevitable. In addition to capital investment, the private sector brings expertise into the industry.

1.5.7.2 Involvement of private sector may take the form of Public Private Partnership (PPP), full commercialisation, corporatisation, concessionaire, privatisation, etc.

1.6 AFRICAN INTEGRATION

1.6.1 The desired unity is also to promote cooperation in all fields of human endeavour in order to raise the standard of African people, maintain

and enhance economic stability, foster close and peaceful relations among member states and contribute to the progress, development, and economic integration of the continent; and finally, to harmonize policies among the existing RECs and other economic groupings.

- 1.6.2 These regional economic groupings have provided good platforms for cooperative efforts towards solving the safety challenges in the African. These include the implementation of the Cooperative Operational Safety and Continuing Airworthiness Development Programmes (COSCAPs) of the Central African Economic and Monetary Community (CEMAC), West African Economic and Monetary Union (UEMOA), SADC, Banjul Accord Group, EAC Air Safety Projects and the COMESA Communication, Navigation and Surveillance/Air Traffic Management (CNS/ATM) Project.

1.7 **CIVIL AVIATION INITIATIVES IN AFRICA**

- 1.7.1 There have been some joint aviation initiatives in Africa though implementation has been minimal. Some of the recent and current initiatives are discussed below.

- 1.7.2 The Yamoussoukro Declaration on a new African Air Transport Policy of 1988, was aimed at progressive amalgamation of African airlines into larger, more efficient and competitive entities through joint activities and operations.

- 1.7.3 The Yamoussoukro Decision (YD) relating to the implementation of the Yamoussoukro Declaration through the Liberalization of Access to Air Transport Markets. The objective of YD was to harmonize air transport policies and free exchange of traffic rights in the intra-African market.

- 1.7.4 Several Resolutions, Declarations and Action Plans were adopted by various conferences of African Ministers of Civil Aviation. Notably among these were: -

- Sun City, South Africa, 2005; follow up of the implementation of the YD.
- Libreville, Gabon, 2006; adoption of the Libreville Plan of Action which set targets for accident rates and considered an African external policy for negotiation with third parties.
- The 2007 Addis Ababa Declaration on civil aviation security in Africa.
- The 2010 Abuja Joint Declaration and a Road map to counter the new emerging threat to civil aviation adopted through collaboration of AU, AFCAC, ICAO and other non Africa ICAO member States.

1.7.5 Almadies (Senegal) and Gauteng (South Africa) Declarations adopted by African Air Traffic Services providers for collaboration in CNS/ATM operations including the Single Sky concept.

1.7.6 There were also other initiatives developed for and implemented in Africa by other States and organizations, such as; ICAO African Regional Comprehensive Implementation Plan and COSCAPs, IATA IOSA and ASET, World Bank Project for Sustainable Air Transport in Africa, US Safe Skies for Africa Initiative , the EU etc.

1.7.7 **ICAO AFI Plan**

1.7.7.1 The Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) was adopted by the 36th ICAO Assembly to address the aviation safety deficiencies in Africa. The AFI Plan is being implemented through three focus areas:

1. Enabling States to establish and maintain effective and sustainable safety oversight systems;
2. Assisting States to resolve identified deficiencies within a reasonable time; and
3. Enhancing aviation safety culture of African aviation service providers.

1.7.7.2 The implementation of the AFI Plan has been integrated into the programme of activities of ICAO and its Africa Regional Offices.

1.8 **THE NEED FOR AN AFRICAN CIVIL AVIATION POLICY**

1.8.1 Despite the numerous initiatives and good efforts to improve civil aviation in Africa, overall success has been too little and too slow mainly because of lack of political will as well as institutional and procedural constraints. The initiatives are generally not well coordinated and usually have differing perspectives and objectives, which present attendant insurmountable implementation challenges. To formulate well thought out and implementable policies there is need for a coherent policy framework which inter alia outline and solicit the necessary political commitment.

1.8.2 Africa should therefore have an African Civil Aviation Policy (AFCAP) which provides a framework and the platform for the formulation, collaboration and integration of national and multinational initiatives/programmes in various aspects of civil aviation

1.8.3 AFCAP should be an overarching framework document that enlists and consolidates the political commitment of African States to work together through agreed roadmap with the purpose of positioning Africa's air transport in the global economy. The policy must provide for the appropriate empowerment of national and regional technical bodies to enable them carry out their responsibilities effectively.

- 1.8.4 National policy decision-makers will use the AFCAP as a guide for the development of national and regional policies thereby fostering harmonisation. It will assist Africa to respond to the intricacies of globalisation by forging a paradigm shift in focus, from national to common regional market; from inter-state to intra-African operations; from regional competition to global competition.
- 1.8.5 The policy document should address, inter alia, the following issues:
- a. The vision and strategic objectives for African civil aviation
 - b. Specific targets to bring Africa at par with the rest of the world, particularly in safety, air traffic and economic statistics
 - c. Common objectives, policy statements and strategies for the management of the various aspects of civil aviation: - safety, security, airspace management, air transport, etc.
 - d. Linkage with other socio-economic sectors, e.g. tourism, trade, to enhance demand for air transport
 - e. Common approach to external relations and foreign operations
 - f. Procedure for periodic review and monitoring of implementation of the policies and adoption of regulations and Action plans as may be required.
 - g. Delegation of authority from Heads of Government to conference of Ministers, AU commission, AFCAC as appropriate, etc.

CHAPTER TWO

OBJECTIVES OF CIVIL AVIATION IN AFRICA

2.0 PREAMBLE

2.0.1 The Air Transport Industry has become strategically important to Africa. This is because Africa depends mostly on air transport to link people with each other over its vast and complicated terrain as well as the rest of the world. A Safe, Secure and efficient Aviation Industry is therefore crucial in the support of business, trade, tourism, cultural, and social activities which significantly contribute to Africa's economic growth and prosperity.

2.0.2 The primary roles of AU, AFCAC and Member States in civil Aviation are to provide enabling environment for growth of the industry and safe operations through the:

- Adoption of policies that will encourage dynamic growth;
- Enhancement of safety oversight through cooperative and collaborative mechanisms;
- Prudent management of Airports and Aviation Security;
- Efficient airspaces management;
- Human resources development;
- Infrastructural development; and
- Increased participation of the private sector, etc.

2.1 VISION FOR AFRICAN CIVIL AVIATION

2.1.1 The vision for African Civil Aviation shall be:

“To foster a safe, secure, efficient, cost effective, sustainable and environmentally friendly civil aviation industry in Africa”

2.2 THE POLICY THRUST OF AFRICAN CIVIL AVIATION

2.2.1 The desire of Member States is to have an African Civil Aviation Policy for the promotion of a harmonised approach to manage the various aspects of civil aviation including safety, security, efficiency and environmental protection, etc.

2.2.2 The African Union shall adopt policies that will foster cooperative and collaborative arrangements for the sustainable development of civil aviation in the continent.

2.2.3 All Civil Aviation Policies in Member States and RECs shall be consistent with the provisions of the AFCAP.

2.2.4 To achieve these objectives, the following shall be accomplished:

- (i) Member States shall harmonize their respective National Civil Aviation Policies and those of the Regional Economic Communities with the provisions of this Policy.
- (ii) AFCAC shall put in place necessary machinery for the periodical review of this Policy to ensure that it is consistent and responsive to the contemporary developments in the industry.
- (iii) AFCAC shall establish the necessary forum to facilitate regular exchange of ideas and experiences to cultivate and strengthen the relationship and interface between AFCAC, RECs, RSOOs and other stakeholders.

2.3 STRATEGIC OBJECTIVES

2.3.1 The strategic objectives of Civil Aviation in Africa shall be as follows:

- A. To foster sustainable development of Air transport in Africa.
- B. To enhance civil aviation safety in Africa.
- C. To enhance civil aviation security in Africa.
- D. To ensure sustainable human resources development for African aviation
- E. To strengthen the Rule of Law in African Aviation.

2.4 KEY PERFORMANCE AREAS AND INDICATORS

2.4.1 The key performance indicators for African civil aviation shall be as follows:

2.4.1.1 Safety Performance Indicators:

1. Number of accidents and major incidents;
2. Number of fatalities;
3. Accident rate in the AFI Region as compared to the global average;
4. Safety Management Maturity Level; and
5. Oversight capabilities of Civil Aviation Authorities

2.4.1.2 Air Traffic Performance Indicators:

1. Aircraft movement – arrivals and departures
2. Passenger and cargo traffic
3. International market share
4. Average load factor for the African air carriers
5. African city pairs

2.5 TARGETS AND STRATEGIES

2.5.1 Based on the key performance areas and indicators, AFCAC in collaboration with States shall periodically establish measurable targets to be achieved by African civil aviation. These targets shall be included in schedules to be annexed to this policy.

2.5.2 AFCAC shall monitor, review and report on the achievement of the targets to its Plenary and to the Committee of Ministers responsible for civil aviation.

2.5.3 The following strategies shall be adopted:

- (i) Strengthening of regulatory and safety oversight capabilities of Member States through the creation of effective autonomous CAAs and /or establishment of RSOOs;
- (ii) Development, training and retention of qualified aviation personnel;
- (iii) Strengthening of service providers and air carriers through creation of enabling environment; and
- (iv) Strengthening and empowering AFCAC to enable it assist States to comply with ICAO SARPs and enforce the full implementation of this policy, the YD and any other resolutions passed by the AU.

2.6 KEY PRINCIPLES

2.6.1 The following key principles shall underpin the African Civil Aviation Policy in guiding the development, management and operations of the African Aviation Industry:

2.6.1.1 Aviation safety and security shall take first priority.

2.6.1.1.1 Aviation safety and security constitute the bedrock upon which the success of the aviation industry is built and therefore shall receive top priority.

2.6.1.2 Liberalization of the African air transport industry shall be progressively pursued.

2.6.1.2.1 Liberalization of air services within Africa shall be strongly and continuously pursued due to its potential to enhance capacity, connectivity, service quality and choice as well as encourage competitive fares. Schedules coordination among African airlines shall respond to the lack of connectivity on routes which are economically unworthy.

2.6.1.3 Necessity of harmonization, coordination and cooperation

2.6.1.3.1 By its international nature, aviation requires to be coordinated in order to enhance its efficiency, safety, security and regularity. Regional cooperation is imperative as a means to promote the harmonization of aviation policies, regulations and procedures; optimization of scarce resources; and integration of aviation systems.

2.6.1.4 Necessity of regenerating aviation

2.6.1.4.1 A significant proportion of revenues generated by aviation need to be ploughed back into the industry to ensure its regeneration and growth. Furthermore, all financing options shall be pursued, including state funding, public-private partnerships, private investment and development assistance in order to adequately finance safety oversight, infrastructural provision, human resource development, airline capitalization to mention a few.

2.6.1.5 Reciprocity in international relations

2.6.1.5.1 In conducting international civil aviation relations, the exchange of opportunities, obligations, rights and privileges shall be on a reciprocal basis and as guided by the African Union.

2.6.1.6 The human resource is key to aviation efficiency, safety, security and regularity.

2.6.1.6.1 The human resource is the greatest asset for any nation, sector or enterprise. In aviation, the human resource is particularly critical to the achievement of efficiency, safety, security and regularity, and therefore shall receive due attention. Training and retraining of professionals in quality and quantity in order to address various challenges of the aviation industry shall be permanently pursued and their retention in the African aviation shall be guaranteed.

2.6.1.7 Necessity of protecting the environment

2.6.1.7.1 Aviation contributes to environmental degradation; therefore African States shall contribute to its protection under the guidance of ICAO.

2.6.1.8 ICAO shall be the primary source of guidance on the establishment of regional and national aviation regulatory and institutional frameworks

2.6.1.8.1 All aviation laws, regulations and practices shall be based on the Chicago Convention, air law instruments and guidance provided by ICAO.

2.6.1.9 The need to strengthen sectoral synergies and intermodal integration.

2.6.1.9.1 Need for synergies between air transport and other sectors such as trade, tourism, energy, etc. There is further need for integrated intermodal system for seamless movement of passengers and cargo.

2.6.1.10 Necessity of regular stakeholder consultations

2.6.1.11 The smooth implementation of the African regional aviation policy requires regular consultations between key stakeholders, primarily the AU Commission (as policy driver), AFCAC (as policy implementer), member states (given their primary responsibility over safety and security oversight) and regional economic groups (as regional coordinators) and trade and tourism sectors (as air transport beneficiaries). Stakeholder consultations need to be cascaded to regional and national levels as appropriate.

CHAPTER THREE
INSTITUTIONAL FRAMEWORK FOR IMPLEMENTATION,
REVIEW AND AMENDMENT OF AFCAP

3.0 AFCAP is a concise overarching policy framework document, which forms the basis of which African Regional Programmes, Action Plans and common Rules, Regulations and Guidelines.

3.1 The following institutions are stakeholders in the implementation of the AFCAP:-

3.1.1 SUMMIT OF HEADS OF GOVERNMENT

3.1.1.1 The summit of Heads of Government of the African Union has the ultimate political authority for the adoption of the AFCAP, on the recommendation of the Committee of Ministers responsible for Civil Aviation.

3.1.2 COMMITTEE OF MINISTERS

3.1.2.1 The Committee of Ministers shall approve the AFCAP and adopt amendments thereto. The Committee shall consider reports on the implementation of the AFCAP at its regular sessions. The Committee shall also ensure full review of the AFCAP at least once every 10 years. The Action Plans adopted by the Ministers shall be in conformity with the AFCAP.

3.1.3 AFRICAN UNION COMMISSION

3.1.3.1 AUC has functional responsibility to advise the Committee of Ministers regarding the development, review and amendment of AFCAP with the technical advice of AFCAC. It is the responsibility of the AUC to ensure that there is harmony between the AFCAP and the Constitutive Acts and other Transport policies adopted by AU, RECs and Member States. AU will also ensure that other economic sectors do not adopt policies that have detrimental effect on the growth of civil aviation.

3.1.5 AFRICAN CIVIL AVIATION COMMISSION (AFCAC)

3.1.5.1 AFCAC as the specialised agency of the AU shall serve as the technical adviser to the AUC and the Committee of Ministers on all matters pertaining to the review and implementation of the AFCAP. In this regard, AFCAC shall coordinate with States, RECs and other groups of stakeholders and present regular reports on the status of implementation of AFCAP to the Committee of Ministers and AFCAC Plenary. AFCAC's Work Programmes, Action Plans and harmonised Regulations shall be in conformity with the AFCAP.

3.1.6 MEMBER STATES

3.1.6.1 Member States shall ensure implementation of the AFCAP at the national level and in their bilateral and multilateral civil aviation activities. The AFCAP should serve as guidance for States in the development of national civil aviation policies. States shall therefore review their existing policies and formulate future policies in accordance with the provisions of AFCAP.

3.1.7 REGIONAL ECONOMIC COMMUNITIES (RECS)

3.1.7.1 RECs shall coordinate the implementation of the AFCAP within their regions. The AFCAP should serve as guidance for those RECs that wish to adopt regional policies in civil aviation. RECs shall therefore review their existing and future policies, Action Plans and regulations in the field of civil aviation to ensure that they are in conformity with the AFCAP.

3.1.8 OTHER REGIONAL BODIES

3.1.8.1 Proliferation of Regional Organisations in the field of Civil Aviation should be discouraged, and to the extent possible, AFCAC should be empowered as the responsible agency for all technical matters in civil aviation. However where other regional bodies e.g. NEPAD/NPCA and UNECA, are involved in civil aviation matters, their activities should be coordinated with AFCAC to avoid overlaps and confusion. Such activities shall be in conformity with the AFCAP.

3.1.9 CIVIL AVIATION SERVICE PROVIDERS

3.1.9.1 All civil aviation service providers shall promote effective implementation of the AFCAP in their areas of activities and ensure that the spirit of the AFCAP is adhered to.

3.1.9.2 AIRLINES

3.1.9.2.1 The African Airlines Association (AFRAA) shall coordinate the activities of the African Airlines with respect to the AFCAP and be their spokesperson with respect to their views, interests and challenges in the implementation of the AFCAP.

3.1.10 AIRPORTS

3.1.10.1 African Airports Operators are encouraged to come together preferably under one Pan-African umbrella organisation (Association) to advance interests of Airport Operators and to facilitate harmonised implementation of the AFCAP. In the interim, airports may coordinate their regional activities through the ACI-Africa.

3.1.11 AIR NAVIGATION SERVICE PROVIDERS (ANSPS)

3.1.11.1 ANSPs are encouraged to come together preferably under one Pan African umbrella organisation/association to coordinate their views and interests and foster harmonised implementation of the AFCAP. In the interim ANSPs may coordinate their regional activities through the CANSO-Africa.

3.2 REVIEW AND AMENDMENT OF THE AFCAP

3.2.1 The aviation is a highly dynamic and complex international industry. Hence AFCAP is not designed to be a static document. Many critical developments will necessitate periodic review and amendment of the AFCAP. The following developments may necessitate a review of the AFCAP:-

- a) Political developments and new policies adopted by the African Union that have impact on civil aviation.
- b) New developments in international civil aviation that have impact on African civil aviation

- c) New policies adopted by ICAO and other international organizations to which African States are parties.
- d) When a need is identified for more detailed policies to guide States, regulate or delineate competencies in specific aspects of civil aviation.
- e) When a need is identified for establishment of any new regional agencies in the field of civil aviation.
- f) Periodic comprehensive review to incorporate decisions, resolutions and other policies adopted by the Committee of Ministers

3.3 PROCEDURE FOR REVIEW AND AMENDMENT OF AFCAP

- 3.3.1 A review and/or amendment of AFCAP may be undertaken by the directives of the Committee of Ministers on the recommendation of the AUC and/or AFCAC
- 3.3.2 States and RECs may request a review of the Policy. The AUC and AFCAC shall provide advice with respect to such requests.
- 3.3.3 Other aviation Stakeholders may propose amendments to AFCAP. However, such proposals shall be considered by AFCAC who shall provide a technical advice on the proposed amendments.

3.4 PERIOD FOR COMPREHENSIVE REVIEW AND AMENDMENT OF AFCAP

- 3.4.1 A comprehensive review of the AFCAP shall be undertaken at least once in every ten years.

Part Two **Technical Provisions**

CHAPTER FOUR

AVIATION LEGISLATION AND REGULATORY FRAMEWORK

4.0 PREAMBLE

- 4.0.1 The Chicago Convention and its Annexes form the primary international air law regulating the conduct of international civil aviation. In addition, other instruments such as Conventions and Protocols have been concluded for specific areas including Aviation Security, Passenger and third party liabilities etc.
- 4.0.2 At the national level, every ICAO Member State is expected to enact its Primary aviation legislation that empowers the conduct and oversight of civil aviation activities within its territory. This comprehensive and effective aviation law should be consistent with the environment and complexity of the State's aviation activity and compliant with the requirements contained in the Chicago Convention. Member States

should also domesticate other international air law instruments to which they are parties.

- 4.0.3 States shall also adopt adequate regulations to address, at a minimum, national requirements emanating from the primary aviation legislation and providing for standardized operational procedures, equipment and infrastructures including safety management and training systems as well as enforcement mechanisms, in accordance with ICAO SARPs. These Regulations in generic terms cover all instructions, rules, edicts, directives, and sets of laws, requirements, policies, and orders.

4.1 LEGISLATION

4.1.1 OBJECTIVE

- 4.1.1.1 The objective of Member States is to put in place Primary Aviation Legislations enacted by their respective Parliaments and consistent with international aviation laws, rules and regulations.

4.1.2 POLICY STATEMENT

- 4.1.2.1 Member States shall have powers to make code of air Navigation Regulations and the respective CAAs shall have the powers to develop, issue and revise operating regulations and rules consistent with the code of Air Navigation Regulations which should be in conformity with the States' Primary Aviation Legislations.

4.1.3 STRATEGIES

- 4.1.3.1 To achieve its objective, the following shall be accomplished:
- (i) All existing Civil Aviation Legislations in Member States shall be reviewed and amended to incorporate current ICAO SARPs;
 - (ii) Member States shall ratify all international air law instruments on Aviation and incorporate their provisions into the National Laws;
 - (iii) Member States shall empower their CAAs to implement and enforce all international conventions, protocols, and resolutions
 - (iv) Member States shall ensure that all legislations in their Aviation industry are reviewed and revised to be in conformity with this policy;
 - (v) Members States shall ensure the timely implementation of AU and AFCAC Resolutions.

4.2 REGULATORY FRAMEWORK

4.2.1 OBJECTIVE

- 4.2.1.1 The objective of Member States is to establish and/or enhance an effective civil aviation regulatory system.

4.2.2 **POLICY STATEMENT**

4.2.2.1 Member States shall establish effective and sustainable regulatory oversight systems.

4.2.3 **STRATEGIES**

4.2.3.1 To achieve the above objective, the following shall be accomplished:

- (i) Member States shall establish autonomous CAAs with full regulatory powers for enforcement and oversight over the industry without any interference.
- (ii) Member States shall ensure adequate funding for CAAs.
- (iii) AFCAC shall work with and support Member States in the establishment of autonomous Civil Aviation Authorities.
- (iv) Member States shall have collaborative forms of Regional Safety Oversight Organisations in order to strengthen their oversight capabilities through optimisation of resources.
- (v) All AU and AFCAC Resolutions, Rules and harmonised Regulations shall be adopted by Member States and RECs for effective implementation.

CHAPTER FIVE

AIR TRANSPORT MATTERS

5.0 PREAMBLE

5.0.1 Globally, air transport has become the engine for sustainable economic development and growth. This is being done through tourism and trade, generation of jobs, improvement of living standards, alleviation of poverty and increasing of revenue generation. Air transport is often the only means of transportation to/from remote areas, and promotes social inclusion by connecting those living in such communities with the rest of their country.

5.0.2 The trend all over the world is the liberalization of air transport businesses and services. The purpose of liberalisation is to reduce and eventually eliminate unnecessary restrictions in order to allow more players in the industry, permit free access to the markets. Removal of restrictions creates enabling environment for alliances and/or mergers among service providers, enhances the flight interconnectivity thus giving the users more choice and encouraging the use of air services.

5.0.3 In Africa, with the advent of the Yamoussoukro Decision 1999 there is increasing liberalization of access to air transport markets, harmonization of air transport policies and free exchange of traffic rights.

5.1 LIBERALISATION OF AIR TRANSPORT INDUSTRY

5.1.1 OBJECTIVES

5.1.1.1 The objective of member States is to develop a liberalised and competitive air transport industry that responds promptly to the dictates of the market, technological developments and global trends; and also establish a common African air transport market through the full implementation of the Yamoussoukro Decision.

5.1.2 POLICY STATEMENT

5.1.2.1 There shall be a liberalised, competitive and common air transport market in Africa.

5.1.3 STRATEGIES

5.1.3.1 To achieve the above objectives, the following shall be accomplished:

- (i) Member States shall ensure full implementation Of the Yamoussoukro Decision
- (ii) AFCAC as the Executing Agency of the Yamoussoukro Decision (YD) shall work with the States and Regional Economic Communities (RECs) to ensure the full implementation of the YD;
- (iii) Member States shall ensure that all Air Transport Policies are consistent with the Yamoussoukro Decision.
- (iv) Member States shall remove and/or relax all barriers like Immigration, Customs etc, for free movement of people and goods within the continent
- (v) Member States shall encourage cooperation among African Airlines
- (vi) Member States shall encourage Private Sector investments, partnership and full participation in Air Transport business.
- (vii) Member States shall ensure infrastructural development to address the current and anticipated traffic growth.
- (viii) Fares and tariffs among member States shall be liberalised. The respective Civil Aviation Authorities shall ensure that airlines do not engage in anti-trust and predatory practices.

5.2 AIR SERVICES AGREEMENTS

5.2.1 OBJECTIVE

5.2.1.1 The objective of member States is to be active participants in international air transportation and allied services.

5.2.2 **Policy Statement**

5.2.2.1 The negotiation of air services agreements with third countries shall be guided largely by economic consideration and the principles of reciprocity that will ensure fair and equal opportunities.

5.2.3 **STRATEGIES**

5.2.3.1 In pursuance of this objective, the following shall be ensured:

- (i) Air Services Agreement negotiation amongst member States shall be in accordance with YD and this AFCAP
- (ii) Air Services Agreement negotiation by member States with Third Countries shall be in accordance with the African Union Guidelines on External Negotiation.
- (iii) In order to ensure fair and equal opportunities for African airlines, all Air Services Agreement signed with Third Countries should include Option 2 of the ICAO guidelines on Slot Allocation which states that:

“Each Party shall facilitate the operation of the agreed services by the designated airlines of the other party, including granting the necessary landing and take-off slots, subject to the applicable national and international rules and regulations, and in accordance with the principle of fair and equal opportunity, reciprocity, non-discrimination and transparency”.

“Both Parties shall make every effort to resolve any dispute over the issue of slots affecting the operation of the agreed services, through consultation and negotiation in accordance with the provisions of Article x (Consultation) or through the dispute resolution provisions of Article Y (dispute settlement)”.

5.3 **AIR TRANSPORT LICENSING**

5.3.1 **OBJECTIVE**

5.3.1.1 The objective of member States in granting Air Transport Licences and Permits will be to promote growth and healthy competition while balancing the interests of the aviation industry, travelling passengers and the continent as a whole.

5.3.2 **POLICY STATEMENT**

5.3.2.1 Member States shall only grant Air Transport Licences and Permits to Air Carriers that fulfill the eligibility criteria set forth in the

Yamoussoukro Decision and any other conditions that may be set by AFCAC.

5.3.3 **STRATEGIES**

5.3.3.1 To achieve the above objective, the following shall be accomplished:

- (i) Airlines to be designated shall comply with the eligibility criteria set by the Yamoussoukro Decision.
- (ii) The air carrier shall also possess an Air Operator's Certificate duly issued in accordance with ICAO SARPs.
- (iii) A member State may designate an air carrier from another member State to operate air services on its behalf.
- (iv) A member State shall have the right to designate a multinational air Carrier owned and controlled by it and/or other State Parties to the YD to operate air services on its behalf.

5.4 **COMPETITION AND CONSUMER PROTECTION**

5.4.1 **OBJECTIVES**

5.4.1.1 The objectives of member States are:

- (i) To encourage fair competition and protect the rights of consumers as well as increase their confidence in aviation services in the Continent; and
- (ii) To create level playing field for all aviation stakeholders in order to ensure a strong and sustainable African aviation industry that is competitive in a global and liberalized environment.

5.4.2 **POLICY STATEMENTS**

5.4.2.1 Aviation Authorities and service providers shall establish consumer service units to enlighten consumers of aviation services of their responsibilities and rights as well as address their grievances.

5.4.2.2 All aviation service providers must avoid all forms of predatory pricing and other anti-competitive behaviours

5.4.3 **STRATEGIES**

5.4.3.1 In pursuance of these objectives:

- (i) Member States shall facilitate the establishment of an Aviation Consumers Council. The Council shall be made up of industry stakeholders, including users.
- (ii) Civil Aviation Authorities shall monitor the activities of Airlines, Travel Agents, Cargo Consolidators, Ground Handling Companies and other service providers to ensure compliance

with regulations governing their operations and protection of the consumers of their services.

- (iii) AFCAC shall put in place adequate rules of competition in Air Transport services and dispute resolution mechanisms.
- (iv) AFCAC shall ensure that the competition rules put in place adequately cover third countries and third country companies whose activities may have the effect of distorting competition

5.5 INSURANCE

5.5.1 OBJECTIVE

5.5.1.1 The desire of member States is to ensure that Air Carriers and other aviation service providers put in place adequate insurance coverage for their operations.

5.5.2 POLICY STATEMENT

5.5.2.1 The air carriers' insurance liability required for hull, passenger, crew, baggage and third party as well as insurance liability for other service providers and third party shall be in conformity with International Standards and best practices.

5.5.3 STRATEGIES

5.5.3.1 In pursuance of this objective, the following shall be ensured:

- i) Passenger, cargo, third party liability limits and Airlines crew and personnel, aircraft training instructors & trainees' insurance cover shall be regulated.
- ii) Insurance Liability Regime for designated air carriers shall be applied based on ICAO published limits or as expressly provided for by AFCAC.
- iii) Air Carriers wishing to go on international operations shall adopt the liability limits set at the Montreal Convention of 1999; as follows:
 - (a) Compensation in case of death or injury of passengers: 100,000 Special Drawing Rights (SDR) for each passenger;
 - (b) Damage caused by delay: 4,150 SDR for each passenger;
 - (c) Destruction, loss, damage or delay of baggage: 1,000 SDR for each passenger; and
 - (d) Destruction, loss, damage or delay of cargo: 17 SDR per kg.

NOTE: 1 SDR = USD \$1.4

- i. Member States shall adopt harmonised liability limits for domestic operations. The limits shall be determined by AFCAC in consultation with States and included in a schedule to this Policy (AFCAP).
- ii. Service providers in the aviation industry including Airports' and Air Navigation Operators shall put in place adequate third party insurance cover.
- iii. Member States shall carry out periodic risk assessment/survey of airports, air navigation and other service providers and their operating environment to identify deficiencies and mitigate the risks.
- iv. Member States shall sign and ratify all relevant Conventions and Protocols relating to risks to civil aviation.

5.7 AVIATION TARIFFS AND CHARGES

5.7.1 OBJECTIVE

- 5.7.1.1 The objective of member States is to ensure that all aviation tariffs and charges are in accordance with ICAO policy and guidelines.

5.7.2 POLICY STATEMENT

- 5.7.2.1 The aviation service providers shall fix tariffs and charges in consultation with the users of their services and in accordance with ICAO policy and file those tariffs and charges with the regulatory authority.

5.7.3 STRATEGIES

- 5.7.3.1 In pursuit of this objective, the following shall be complied with:
- i) Member States shall ensure that aviation charges are only applied to services rendered.
 - ii) All user charges shall be in accordance with ICAO policy and guidelines and international practices.
 - iii) Aviation tariffs and charges shall be reviewed from time to time in accordance with the realities in the industry and in consultation with the users of the services.
 - iv) All aeronautical charges shall be filed with the Civil Aviation Authorities for the purpose of anti-trust and consumer protection.
 - v) Civil Aviation Authorities shall ensure that tariffs and charges are determined on the basis of sound accounting principles and may reflect, as required, other economic principles, provided that these are in conformity with of the *Convention on International Civil Aviation* and this Policy (AFCAP).
 - vi) Civil Aviation Authorities shall ensure that tariffs and charges are not imposed in such a way as to discourage the use of facilities and services necessary for safety.

5.8 ECONOMIC REGULATION OF AIRPORTS AND AIR NAVIGATION SERVICES

5.8.1 OBJECTIVE

5.8.1.1 The objective of member States is to ensure safety and security of operations, development of infrastructure, promotion of competition and fair access of users to airports and air navigation services at rates and charges consistent with ICAO policies and guidelines and the AFCAP

5.8.2 POLICY STATEMENT

5.8.2.1 Civil Aviation Authorities of member States shall regulate the economics of their respective airports and air navigation services in line with international practice.

5.8.3 STRATEGY

5.8.3.1 In pursuance of this objective of member States:

- i) Civil Aviation Authorities shall put in place necessary machinery to regulate the economics of their respective airports and air navigation.
- ii) Member States and their airports and ANSPs shall make use of ICAO's policies on charges (Doc 9082) and guidance material regarding infrastructure financing (*Airport Economics Manual* (Doc 9562) and *Manual on Air Navigation Services Economics* (Doc 9161) refer).
- iii) Member States should ensure that revenues generated by the civil aviation sector are re-invested in this sector in accordance with ICAO's policies on charges (Doc 9082), while refraining from imposing taxes for the sale or use of international air transport (Doc 8632).
- iv) Member States and their airports and Air Navigation service Providers shall pay particular attention to ICAO's policies on charges (Doc 9082) when considering prefunding of an infrastructural project.
- v) Civil Aviation Authorities and airports and Air Navigation Service Providers shall ensure that airport and air navigation services charges are only applied towards defraying the costs of providing facilities and services for civil aviation, and that service providers consult users on such charges.

5.9 FACILITATION

5.9.1 OBJECTIVE

5.9.1.1 The desire of member States is to provide for smooth and easy flow of traffic through their airports and territories in accordance with Annex 9 (facilitation) of the Convention on International Civil Aviation.

5.9.2 POLICY STATEMENT

5.9.2.1 Member States shall ensure effective facilitation of traffic through their airports and territories.

5.9.3 STRATEGIES

5.9.3.1 In pursuit of this objective, the following shall be accomplished:

- i) National Facilitation Committees and the Airports Facilitation Committees shall be set up by member States in accordance with ICAO Annex 9 and Facilitation Manual.
- ii) All member States shall implement the ICAO Standard on the use of Machine Readable Travel Document (MRTD)
- iii) Member States shall endeavour to implement E-Passports and E- MRTD and join the ICAO Public Key Directory (PKD) programme.
- iv) Passenger and Cargo clearances shall be automated at all airports in the continent. Therefore, baggage x-ray machine, passport screening machines, and other necessary equipment shall be provided at all international airports in the Continent.
- v) Member States shall put in place appropriate machinery to enhance coordination and consultations between the Customs, Immigration, Aviation Security (AVSEC) and other relevant government agencies.
- vi) African States shall consider easing immigration requirements and formalities among themselves in order to facilitate expeditious movement of persons between them, thereby promoting economic activities, investments and integration of the African continent.

5.10 PANDEMICS AND EMERGENCIES

5.10.1 OBJECTIVE

5.10.1.1 The desire of member States is to establish well-coordinated aviation emergency plans in preparation for outbreak of communicable diseases posing a public health risk and/or public health emergency.

5.10.2 POLICY STATEMENT

5.10.2.1 Member States response to threat of possible pandemic shall be timely, robust, coordinated and well harmonized in accordance with policies and guidelines of ICAO and World Health Organisation (WHO).

5.10.3 **STRATEGIES**

5.10.3.1 In pursuit of this objective, the following shall be accomplished:

- i) Member States shall have national aviation emergency response plans on outbreak of communicable diseases in accordance with ICAO Annexes 9, 11 and 14.
- ii) Airports operators in member States shall adopt the Airports Specific Guidelines on outbreak of communicable diseases as developed by Airports Council International (ACI).
- iii) African Airlines shall adopt Airlines Specific Guidelines on outbreak of communicable diseases as developed by International Air Transport Association (IATA).
- iv) AU and AFCAC shall support member States to respond to outbreak of communicable diseases posing a public health risk or public health emergency.

5.11 **STATISTICS, FORECASTING AND PLANNING**

5.11.1 **OBJECTIVE**

5.11.1.1 The objective of member States is to establish up to date data base on aviation activities and operations in order to facilitate forecasting and planning for the orderly development of air transport.

5.11.2 **POLICY STATEMENT**

5.11.2.1 Member States shall establish systems to gather and process data and information on all aviation activities and operations in their States which shall be easily accessible for use by industry and other stakeholders.

5.12.3 **STRATEGIES**

5.12.3.1 In pursuance of the objective, member States shall:

- i) Set up the necessary system to capture, process, analyse and publish industry data
- ii) Set up data collection and processing systems.
- iii) Make statistical returns to AFCAC, ICAO and other international organisations as may be required.

5.12 EFFECTIVE PARTICIPATION IN REGIONAL AND INTERNATIONAL ORGANISATIONS

5.12.1 OBJECTIVE

5.12.1.1 The objective of member States is to continue to actively participate and be represented in regional and international aviation organizations in order to keep abreast of developments and participate in the policy making process to safe guard the interest of the region.

5.12.2 POLICY STATEMENT

5.12.2.1 Member States shall continue to participate actively in regional and international aviation organisations to pursue their national interest and those of the Continent.

5.12.3 STRATEGIES

5.12.3.1 In pursuance of this objective:

- i) Member States shall encourage their Aviation personnel and agencies to be members of regional and international Associations.
- ii) Member States shall promote the employment of African citizens in regional and international organisations.
- iii) Members States shall timely pay their contributions and dues to regional and international organisations especially AFCAC and ICAO.
- iv) Member States shall actively participate in the activities of regional and international organisations including attendance of meetings, seminars and conference.
- v) AFCAC shall coordinate and facilitate participation of member States and RECs in international aviation organisations.
- vi) AFCAC shall promote the interest of African States in its relationship with other States, ICAO and sister organisations like ECAC, LACAC, ACAC etc.

CHAPTER SIX

AIRPORTS

6.0 PREAMBLE

6.0.1 The responsibility to develop, maintain and manage airports, including the provision of security, rescue and firefighting services and facilities, among others, are vested in the Airports Operators. , Government of member States continue to give full support in the area of security. However in line with the trend all over the world, the airport system in the continent should be liberalised and commercialised with increased private sector participation.

6.0.2 The airports should therefore be developed in accordance with ICAO guidelines, which provide for self-sustenance and discourages the use of funds generated from one airport system to fund other airports.

6.1 AIRPORT DEVELOPMENTS AND MAINTENANCE

6.1.1 OBJECTIVE

6.1.1.1 The objective of member States in developing and maintaining airports and associated infrastructure shall be to ensure safe, secure, functional, cost effective and user-friendly airport System.

6.1.2 POLICY STATEMENTS

6.1.1.2 Member States shall ensure that their airports and associated infrastructure are properly developed and managed taking into consideration the interests of all stakeholders and the National economy.

6.1.3 STRATEGIES

6.1.3.1 In pursuance of this objective:

- i) All airports developments shall be in accordance with respective Airport's Master Plans and land use plans as approved by the Civil Aviation Authorities.
- ii) Public/private partnership will be encouraged in the development and maintenance of airports.
- iii) The Airports Authorities shall ensure that adequate consultations with all stakeholders are carried out all through period of conception, planning process and implementation.

6.2 AIRPORT OPERATIONS AND MANAGEMENT

6.2.1 OBJECTIVES

6.2.1.1 The objectives of member States are:

- i) To have, autonomous, competitive and commercialized/privatized airport system.
- ii) To ensure adequate security and safety within their airport and associated facilities.
- iii) To ensure that airports effectively play their role in promoting sustainable growth of air transport
- iv) To co-operate with other countries outside the Continent and international organisations in ensuring security and safety in international civil aviation.

6.2.2 POLICY STATEMENTS

6.2.2.1 Member States shall ensure that their airports systems provide enough capacity that will foster strong and sustainable air transport development.

6.2.2.2 Member States shall encourage private sector participation in the development and maintenance of airports

6.2.2.3 Airports in member States shall be certified by the Civil Aviation Authorities in accordance with ICAO SARPs.

6.2.2.4 Member States shall take all necessary measures to prevent unlawful interference with aircraft and civil aviation facilities and equipment within its territory, assist in preventing similar occurrence in other countries and co-operate in terminating any unlawful interference with aircraft when the need arises.

6.2.3 STRATEGIES

6.2.3.1 In pursuance of these objectives:

- i) Member States shall commercialise their airport system and provide enabling environment for private sector participation in the development and operations of airports.
- ii) Member States shall ensure adequate funding of Aviation Security and Safety in accordance with ICAO policies.
- iii) Civil Aviation Authorities shall put in place appropriate machinery for the certification and licensing of all airports.

- iv) Member States shall enact appropriate laws to deal decisively with airports offences including problems like touting, vandalising airport facilities, pilfering/poaching of baggage, land encroachment and other misdemeanours.
- v) Member States shall establish Airport Emergency Plans and well-equipped Emergency Operating Centres (EOCs in line with international standards and also put in place procedures to handle unlawful interference with aircraft and civil aviation facilities and equipment.

6.3 DEVELOPMENT OF NON-AERONAUTICAL FACILITIES AND SERVICES

6.3.1 OBJECTIVE

- 6.3.1.1 The desire of member States is for Airports' Operators to have well developed non-aeronautical facilities and services in order to expand the revenue base and generate adequate revenue.

6.3.2 POLICY STATEMENT

- 6.3.2.1 Member States shall ensure that Airports' Operators continuously take measures to increase generation of non-aeronautical revenues and minimise dependency on aeronautical revenues.

6.3.3 STRATEGIES

- 6.3.3.1 In pursuit of the objective of member States, the following shall be ensured:

- i) Airports Authorities shall adopt "Single Till" revenue policy.
- ii) Airports Authorities shall adopt Public/Private partnership in the development and collection of non-aeronautical revenues.

6.4 AVIATION SUPPORT SERVICES

6.4.1 OBJECTIVE

- 6.4.1.1 The objective of member States is to have adequate, efficient, competitive and liberalised Aviation Support Services with opportunities for private sector participation.

6.4.2 POLICY STATEMENT

- 6.4.2.1 Member States shall encourage the development of efficient Aviation Support Services.

6.4.3 **STRATEGIES**

6.4.3.1 In pursuit of this objective, the following shall be ensured:

- i) Member States shall liberalise aviation support services and create enabling environment for effective private sector participation.
- ii) All Aviation Support Services will not only conform to international standards, but shall meet the standards and requirements set by the Civil Aviation Authorities and the operating procedures of the airports' operators.
- iii) The operators/owners of airports shall decide on the number of Aviation Service Providers at each airport. However, the Civil Aviation Authorities shall ensure that the policy against monopoly and anti-trust is not compromised.
- iv) Civil Aviation Authorities shall ensure that any company licensed to carry out Aviation support services has adequate resources and facilities for optimal and efficient services.

CHAPTER SEVEN

AIR NAVIGATION SERVICES AND METEOROLOGY

7.0 PREAMBLE

7.0.1 Air Navigation Services entails the provision of Communication, Navigation, Surveillance / Air Traffic Management (CNS/ATM) facilities and services for the efficient management of the airspace. The services include air traffic control, aeronautical communications, navigation/landing aids and calibrations, aeronautical search and rescue coordination and aeronautical information services.

7.0.2 The major challenge facing member States in the provision of these services is insufficient funds to implement the CNS/ATM System and maintenance of existing facilities. Various cooperative initiatives have been made to ensure that air navigational services in the continent meet international standards.

7.0.3 African States have continued to participate in the activities of ICAO particularly through the AFRIRAN and APIRG meetings and are expected to implement their recommendations.

7.1 AIR TRAFFIC MANAGEMENT

7.1.1 OBJECTIVES

7.1.1.1 The objectives of member States are:

- (i) to provide safe, orderly and expeditious flow of air traffic within their airspace and to co-operate and co-ordinate the flow of air traffic with the aeronautical authorities of adjacent airspaces. .
- (ii) to have a single/seamless African sky with a coordinated air traffic management system.

7.1.2 **POLICY STATEMENT**

7.1.2.1 Member States shall collaborate to ensure effective and efficient Air Traffic Management System in Africa.

7.1.2.2 African Union and AFCAC shall facilitate the establishment of a single African Sky with a well-coordinated Air Traffic Management System.

7.1.3 **STRATEGIES**

7.1.3.1 In pursuance of these objectives, the following shall be ensured:

- i) Member States shall ensure that ATM is planned, developed and managed in accordance with ICAO SARPs and AFIRAN recommendations.
- ii) Member States shall ensure the availability of adequate funds for the implementation of proven modern technologies in the provision of Air Traffic Management such as the PBN, GNSS, etc
- iii) AU and AFCAC shall make concerted efforts towards the establishment of a single African Airspace.
- iv) AFCAC shall facilitate collaboration among African Air Navigation Service Provider to expedite the establishment of a single/seamless airspace.
- v) Member States shall take necessary measures including the enforcement of regulatory provisions to ensure the implementation of effective Safety Management Systems
- vi) CAAs shall ensure that air traffic incident investigation and reporting is done in accordance with ICAO SARPs and AFIRAN recommendations.
- vii) Member States shall actively participate in AFIRAN & APIRG meetings and establish mechanisms for effective implementation of their recommendations/resolutions.
- viii) Member States shall ensure that their national air navigation plans are in line with the continent's regional plans and performance based approach
- ix) Member States should work with their Air Navigation Services Providers and the Militaries to formulate and implement policy and operational measures to enhance Civil/Military co- operations.

7.2 COMMUNICATIONS NAVIGATION SURVEILLANCE (CNS)

7.2.1 OBJECTIVES

7.2.1.1 The objective of member States is to continue to provide Communication Navigation surveillance (CNS) which are in compliance with ICAO SARPs for the safety, regularity and efficiency of flight operations in African and adjacent airspace in a collaborative manner.

7.2.2 POLICY STATEMENT

7.2.2.1 Member States shall continue to enhance the implementation of CNS in accordance with ICAO SARPs and the recommendations of AFIRAN, APIRG.

7.2.3 STRATEGIES

7.2.3.1 In pursuit of these objectives, the following shall be ensured:

- i) Member States shall develop national action plans, aligned with the regional performance objectives for the implementation of Performance Base Navigation (PBN) and elimination of deficiencies in order to achieve the goals set by ICAO.
- ii) Member States shall ensure regular calibration of air navigation and landing aid facilities.
- iii) Member States Shall collaborate to establish interoperable systems to ensure emergence of a seamless CNS system in the Continent.
- iv) Member States should encourage their Air Navigation Services providers expand the use of Very Small Apprentice Technology (VSAT) ensure proper coordination of the Installation of VSAT and Satellite Communication networks within and among adjacent States.
- v) Member States shall implement the language proficiency provisions with a high level of priority and ensure that flight crews, air traffic controllers and aeronautical station operators involved in international operations maintain language proficiency at least at ICAO Operational Level 4.

7.3 AERONAUTICAL INFORMATION MANAGEMENT (AIM)

7.3.1 OBJECTIVES

7.3.1.1 The objective of member States is to ensure availability of adequate comprehensive navigation data and aeronautical charts at all times for the safe performance of flight operations.

7.3.2 POLICY STATEMENT

7.3.2.1 Member States shall ensure that aeronautical information/data and aeronautical charts are provided for the safety, regularity and efficiency of flight operations.

7.3.3 STRATEGY

7.3.3.1 In pursuance of these objectives, the following shall be ensured:

- i) Member States shall ensure the full implementation of a common reference coordinate system - World Geodetic System -1984 (WGS 84) in Africa.
- ii) Member States shall have a quality system for the origination, production, maintenance and efficient distribution of aeronautical information.
- iii) Member States shall develop and introduce an ICAO conceptual information data model for the storage, retrieval and exchange of aeronautical data.
- iv) Member States shall ensure compliance with the provision of ICAO Annex 15 in the provision of Aeronautical Information Service.
- v) Member States shall develop national plans, performance goals and achievable milestones to implement the transition from AIS to AIM in accordance with the ICAO roadmap.

7.4 SEARCH AND RESCUE (SAR) COORDINATION

7.4.1 OBJECTIVE

7.4.1.1 The objective of member States is to establish effective Search and Rescue Mechanisms to ensure timely, expeditious and co-ordinated response to aircraft incidents and accidents.

7.4.2 POLICY STATEMENTS

7.4.2.1 Member States shall ensure that their agencies responsible for Air Navigation Services effectively collaborate and co-ordinate with other relevant agencies in aeronautical search and rescue activities within their States as well as adjacent States.

7.4.3 STRATEGY

- 7.4.3.1 In order to accomplish this objective the following measures shall be undertaken:
- (i) Member States shall establish well-coordinated, well equipped and well-funded Search and Rescue mechanism.
 - (ii) AFCAC shall put in place necessary machinery to assist member States develop cooperative and collaborative approaches and agreements to Search and Rescue.
 - (iii) Members States with the support from RECs and AFCAC shall enter into Search and Rescue agreements with neighbouring States.
 - (iv) Member States shall establish updated agreements and detailed procedures among aviation, maritime and other rescue coordination Centers, for effective coordination and the optimization of resources.
 - (v) Member States shall endeavour to be party to COSPAS-SARSAT as providers of ground segments or as user States.

7.5 AERONAUTICAL METEOROLOGY SERVICES

7.5.1 OBJECTIVE

- 7.5.1.1 The objective of member States is to ensure that accurate and timely weather information for air navigation is available at all times for the safety of aircraft operations.

7.5.2 POLICY STATEMENT

- 7.5.2.1 Member States shall ensure that their Meteorological Agencies provide accurate and timely weather information required for safe aircraft operation.

7.5.3 STRATEGIES

- 7.5.3.1 In order to achieve this objective:
- i) The provision of weather information shall be in accordance with ICAO SARPs.
 - ii) Meteorological Agencies shall be well funded and their services shall be provided on cost recovery basis.
 - iii) Member States shall develop metrological performance objectives for the implementation of SIGMET and quality management systems.

CHAPTER EIGHT

AVIATION SAFETY

8.0 PREAMBLE

8.0.1 Safety is the cornerstone of international civil aviation and the integral part of the strategic objective of ICAO. All member States have statutory responsibility to ensure and enhance aviation safety

8.0.2 Aviation Safety Oversight is a means of ensuring safety in civil aviation through effective implementation of the Safety-related Standards and Recommended Practices (SARPs) and relevant provisions of the Convention.

8.0.3 Effective and autonomous civil aviation authorities are essential for achieving safe and secure air transport in the continent. In order to optimise resources, States collaborate to establish Regional Safety Oversight Organisations (RSOOs) and Regional Accident Investigation Agencies (RAIAs).

8.0.4 Safety Management is the responsibility of the State regulators and industry service providers

8.1 SAFETY REGULATIONS AND OVERSIGHT

8.1.2 OBJECTIVE

8.1.2.1 The objective of member States is to ensure a high level of safety in civil aviation operations through compliance with ICAO SARPs.

8.1.3 POLICY STATEMENT

8.1.3.1 Member States shall ensure that Civil Aviation Authorities have full powers and independence to carry out effective safety oversight and regulation of the aviation industry.

8.1.4 STRATEGIES

8.1.4.1 In pursuance of these objectives:

- i) Autonomous Civil Aviation Authorities and RSOOs shall be established and/or strengthened with adequate resources to carry out their responsibilities.
- ii) Civil Aviation Authorities shall have oversight responsibilities on all service providers in the industry, including aircraft operators, maintenance and repair organisations, Airports/Aerodrome and Air Navigation Service Providers, Aeronautical Meteorology,

Aviation Training Organisations, handling companies, aviation fuel suppliers, among others.

- iii) All aircraft operators, maintenance organisations, aviation licensed personnel, flight training organisations and airstrip/aerodrome operators/owners etc shall comply with relevant regulations.
- iv) Civil Aviation Authorities shall work out modalities for the licensing of various categories of personnel in the industry.
- v) AU and AFCAC shall encourage member States to create Regional/Sub-Regional Aviation Safety Oversight Organisations (RSOOs).
- vi) AU and AFCAC shall encourage Regional Economic Communities (RECs) to implement cooperative safety initiatives.
- vii) African Union and AFCAC should ensure the implementation of all safety resolutions while exploring new initiatives to enhance aviation safety in the Continent.
- viii) Member States shall ensure that the safety inspectors receive adequate training

8.2 SAFETY MANAGEMENT

8.2.2 OBJECTIVES

- 8.2.2.1 The objective of member States is to ensure that the culture of Safety Management is inherent in all civil aviation activities

8.2.3 POLICY STATEMENTS

- 8.2.3.1 Member States shall ensure that all aviation stakeholders including the Civil Aviation Authorities and service providers exhibit high safety culture in their operations.

8.2.4 STRATEGY

- 8.2.4.1. In pursuance of these objectives, the following shall be accomplished:
 - i) Civil Aviation Authorities of member States shall establish State Safety Programmes in accordance with the ICAO Safety Management Manual
 - ii) Civil Aviation Authorities of member States shall ensure that all aviation service providers have in place Safety Management System.

- iii) Civil Aviation Authorities of member States and all aviation Stakeholders shall develop and imbibe safety culture in their operations
- iv) RSOOs should collaborate with their member States to develop Regional Safety Programme (RSP) and States Safety Programmes (SSPs)
- v) AFCAC should collaborate with member States and RSOOs to organise ICAO's Train the Trainers course programmes for regulators and service providers and to implement
- vi) Seminars, Workshops and Conferences should be organised for all stakeholders to sensitize and enlighten them on the benefits of imbibing safety culture.

8.3 ACCIDENT INVESTIGATION & PREVENTION

8.3.2 OBJECTIVES

- 8.3.2.1 The objective of member States is to ensure timely thorough investigation of all accidents and major incidents with a view of preventing future occurrences.

8.3.3 POLICY STATEMENT

- 8.3.3.1 Member States shall establish autonomous Accident Investigation and Prevention Agencies at the national and/or regional level for the investigation of aircraft accidents and major incidents.

8.3.4 STRATEGIES

- 8.3.4.1 In order to accomplish this objective:
 - i) Accident Investigation and Prevention Agencies shall be independent to guarantee thorough and impartial investigations and reports.
 - ii) Accident Investigation Agencies shall be provided with necessary resources including qualified and experienced professionals.
 - iii) Accident Investigation Committee, where established in special circumstances shall be constituted in line with Annex 13 of the Chicago Convention.
 - iv) Accident Investigation Agencies shall endeavour to issue Accidents Reports within time frame in a manner consistent with the provision of Annex 13.
 - v) AU and AFCAC shall encourage member States and RECs to Establish Regional Accident Investigation Agencies..

CHAPTER NINE

AVIATION SECURITY

9.0 PREAMBLE

9.0.1 States are responsible for ensuring the implementation of adequate security measures at airports pursuant to the provisions of ICAO Annex 17 to the *Convention on International Civil Aviation*. States may delegate the task of providing individual security functions to such agencies as airport entities, air carriers and local police.

9.0.2 States may determine in which circumstances and the extent to which the costs involved in providing security facilities and services should be borne by the State, the airport entities or other responsible agencies

9.1 AVIATION SECURITY MANAGEMENT

9.1.1 OBJECTIVES

9.1.1.1 The objective of member States is to have well-coordinated and effective Aviation Security Management Systems which will ensure Prevention of unlawful interference against civil aviation.

9.1.2.1 POLICY STATEMENT

9.1.2.1 Member States in cooperation with international partners, will take all necessary actions, consistent with applicable laws, statutes, and international agreements and ICAO SARPs, to enhance aviation security.

9.1.3. STRATEGIES

9.1.3.1 In order to accomplish this objective:

- i) Member States shall ratify and domesticate all international Conventions and Protocols on Aviation Security.
- ii) Member States shall develop and put in place National Aviation Security Programme and National Aviation Security Committees respectively in their States.
- iii) Member States shall deploy all available technology, equipment, methodologies and procedures to prevent and counter new and emerging threats to civil aviation e.g. Man Portable Air Defense System (MANPADS) and Liquids, Aerosols and Gels (LAGs) etc.
- iv) AVSEC Departments in Civil Aviation Authorities will be strengthened and manned by qualified professionals to ensure proper regulatory oversight on Aviation Security Services.

- (v) AVSEC Personnel in member States shall be well trained, properly equipped and adequately remunerated.
- (vi) Member States shall co-operate with other countries and international organisations to ensure the security of international civil aviation.

9.2 AIRPORTS SECURITY MANAGEMENT

9.2.1 OBJECTIVE

- 9.2.1.1 The objective of member States is to ensure adequate security at their airports in accordance with Annex 17 taking into consideration the–Facilitation needs in accordance with Annex 9.

9.2.3.1 POLICY STATEMENT

- 9.2.3.2 Member States shall ensure that airports are provided with adequate security mechanisms and resources.

9.2.3.3 STRATEGIES

9.2.3.4 In pursuit of this objective, the following shall be ensured:

- i) Airports shall develop Airports Security Programme and put in place Airports Aviation Security Committees and Airports Emergency Plans;
- ii) The Airports Aviation Security Committees shall operate in consultation and coordination with Airports Facilitation Committees;
- iii) Airport Security Agencies shall have adequate AVSEC personnel at the airports who will be well trained personnel that will operate in accordance with the Airports Security Rules and procedures and relevant ICAO SARPs.

9.3 AIRLINES/OPERATORS SECURITY MANAGEMENT

9.3.1 OBJECTIVES

- 9.3.1.1 The objective of member States is to ensure that airlines play effective role in ensuring security of their operations.

9.3.3 POLICY STATEMENT

9.3.3.1 Member States shall ensure that Airlines put necessary security measures in place to enhance the security of their flight operations and comply with set rules and regulations.

9.3.4 STRATEGIES

9.3.4.1 In pursuit of this objective, the following shall be ensured:

- i) Airlines shall operate in accordance with their Security Manuals duly approved by their respective Civil Aviation Authorities.
- ii) Airlines may conduct secondary security passenger screening at the airports.

CHAPTER TEN

ENVIRONMENT

10.0 PREAMBLE

10.0.1 Environmental protection has become a major issue in international aviation. There have been concerted efforts through ICAO for a global approach to mitigating the impact of aviation on the environment including:

- (a) Limiting or reducing the number of people affected by significant aircraft noise;
- (b) Limiting or reducing the impact of aviation emissions on local air quality; and
- (c) Limiting or reducing the impact of aviation greenhouse gas emissions on global climate.

10.0.2 ICAO has adopted a Balanced Approach to Aircraft Noise Management that consists of four principal elements, namely reduction at source (quieter aircraft), land-use planning and management, noise abatement operational procedures and operating restrictions, with the goal of addressing the noise problem in the most cost-effective manner.

10.0.3 Due to the increasing amount of residential development surrounding airports and the continued growth of commercial air travel, air pollution surrounding airports has become a significant concern for local/ regional governments as contaminants emitted by aircraft and airport sources can affect human health and the environment.

10.0.4 In recent years, the scope of ICAO's policy-making to address the environmental impact of aircraft engine emissions has been expanded to include the impact of aircraft engine emissions during flight on climate

change. Total CO₂ aviation emission is approximately 2% of the Global Greenhouse Emissions but it is expected to grow around 3-4 per cent per year.

- 10.0.5 Significant progress has been made over the years by ICAO in addressing these environmental issues through the work of its Committee on Aviation Environmental Protection (CAEP) and by the industry. This includes the adoption of noise restriction and emissions standards, technological improvement in aircraft engines and fuel operational efficiency and introduction of market based measures. Market-based measures include emissions trading, emission related levies - charges and taxes, and emissions offsetting.
- 10.0.6 The United Nations Framework Convention on Climate Change (UNFCCC) principle of common but differentiated responsibilities requires the developed countries to take the lead in addressing climate change while providing necessary support to developing States in their voluntary actions through different mechanisms such as the Clean Development Mechanism (CDM).
- 10.0.7 The Kyoto Protocol (Article 2.2), which was adopted by the Conference of the Parties to the UNFCCC calls for developed countries (Annex I Parties) to pursue limitation or reduction of greenhouse gases from “aviation bunker fuels” (international aviation) working through ICAO. The ICAO 37th Assembly resolved that States and relevant organizations will work through ICAO to achieve a global annual average fuel efficiency improvement of 2 per cent until 2020 and an aspirational global fuel efficiency improvement rate of 2 per cent per annum from 2021 to 2050, calculated on the basis of volume of fuel used per revenue tonne kilometre performed.

10.1 ENVIRONMENTAL PROTECTION

10.1.1 OBJECTIVE

- 10.1.1.1 The objective of member States is to ensure the sustainable development of an environmentally friendly civil aviation industry

10.1.2 POLICY STATEMENT

- 10.1.2.1 Member States shall take necessary measures to ensure continuous development and growth of civil aviation with minimal adverse impact on the environment.

10.1.3 STRATEGIES

- i.1.3.1 In pursuit of this objective:

- i) Member States shall implement applicable ICAO SARPs on aircraft noise and engine emissions.

- ii) Member States shall support ICAO efforts to achieve global annual fuel efficiency improvement, and develop action plans as applicable.
- iii) Member States shall ensure adherence to the UNFCCC principle of common but differentiated responsibilities and implement mechanisms to reduce aircraft emissions and limit the impact on environment.
- iv) Member States shall take into cognisance ICAO guiding principles when designing and implementing their Market Based Measures (MBMs).
- v) Member States shall ensure that commercial aircraft operators from States below the *de minimis* threshold of 1 per cent of total global revenue ton kilometres shall qualify for exemption for application of MBMs that are established on national, regional and global levels.
- vi) Member States shall ensure that Airport Operators comply with the environmental protection programme approved by the Civil Aviation Authorities.
- vii) Member States shall encourage their operators to acquire and use modern, quieter and more fuel efficient aircraft. In this regard States should ratify the Cape Town Convention on International Interest on Mobile Equipment and Aircraft protocol in order to facilitate cheaper aircraft financing.
- viii) Member States shall accelerate the development and implementation of fuel efficient routings and operational procedures to reduce aviation emissions.
- ix) Member States shall accelerate efforts to achieve environmental benefits through the application of satellite-based technologies that improve the efficiency of air navigation.
- x) Member States shall reduce legal, security, economic and other institutional barriers to enable implementation of the new ATM operational concepts for the environmentally efficient use of airspace.
- xi) Member States shall develop policy actions to accelerate the appropriate development, deployment and use of sustainable alternative fuels for aviation.
- xii) Member States shall work together through AFCAC, ICAO and other relevant international bodies, to study, identify, develop and implement processes and mechanisms to facilitate the provision of technical and financial assistance, as well as facilitate access to existing and new financial resources, technology transfer and

capacity building, to developing countries, and to exchange information on best practices.

CHAPTER ELEVEN

HUMAN RESOURCES DEVELOPMENT

11.0 PREAMBLE

11.0.1 Human Resource Development is a continuous process to ensure the development of employees' competencies, dynamism, motivation and effectiveness in a systematic and planned way. Aviation, being a specialised industry requires the services of professionals and highly trained and skilled personnel to achieve high level of safety, security and efficiency in air operations.

11.0.2 The shortage of skilled personnel in the African aviation industry and in African regulatory bodies had been a cause of serious concern for many years. African civil aviation faced additional problems due to the migration of aviation experts looking for better opportunities overseas. This was exacerbated by the high turnover of aviation professionals in government owned institutions.

11.0.3 The training capacity within Africa is limited. The available training institutions are few and have not always kept pace with the advancements in civil aviation and training technology. As a result, training frequently had to be performed outside of the continent at high cost to government and industry.

11.0.4 African Training institutions should therefore make harmonized and coordinated efforts towards training professionals and other personnel required by the aviation industry. The ICAO TRAINAIR Programme is an effective means to standardize training materials and facilitate coordination and cooperation among training centres.

11.1 AVIATION TRAINING

11.1.1 OBJECTIVES

11.1.1.1 The objectives of member States are:

- i) To have adequate number of highly trained and skilled personnel in charge of the aviation industry in Africa in order to have safe and secure industry; and
- ii) To ensure that training institutions in Africa constitute centres of excellence, so that Certificates issued by the institutions command respect, recognition and wide acceptability in the international community.

11.1.2 **POLICY STATEMENT**

11.1.2.1 Member States shall encourage the development of institutions for basic, advanced and refresher trainings to meet the current and future needs of the African aviation industry

11.1.3 **STRATEGIES**

11.1.3.1 In pursuance of these objectives:

- i) Member States, African Union, AFCAC and REC's shall provide necessary incentives to facilitate private sector investments in the establishment of aviation training organisations especially for the training of Pilots, Engineers, Cabin Crew and other aviation professionals.
- ii) The Instructional System Development (ISD) methodology Of ICAO TRAINAIR programme shall be used in Aviation Training Organisations (ATOs) in Africa.
- iii) The procedures, competency requirements and approval processes for the establishment of Aviation Training Institutions/Organisations in Africa shall be harmonised and administered by Civil Aviation Authorities.
- iv) Member States shall promote and facilitate close co-operation amongst aviation training organizations in Africa to ensure the harmonization and implementation of standards for quality assurance, standardization of courses and the development of "train the trainers" programme.
- v) AFCAC should collect data, maintain a database on aviation training needs and capacities in Africa, and publish report on the state of aviation training in Africa.
- vi) AFCAC should establish criteria for mutual recognition of credits, certificates, diplomas or degrees issued by Aviation Training Institutions in Africa.

11.2 **AVIATION HUMAN RESOURCE MANAGEMENT**

11.2.1 **OBJECTIVE**

11.2.1.1 The objective of member States is to ensure capacity building in the aviation industry managed by qualified professionals through the training, recruitment and retention of highly qualified staff,

11.2.2 **POLICY STATEMENT**

11.2.2.1 Member States shall ensure the development of human resources to effectively manage the aviation industry.

11.2.3 **STRATEGIES**

11.2.3.1 In pursuit of this objective:

- i) Member States shall ensure that aviation professionals are well motivated and remunerated to forestall brain drain.
- ii) Member States shall remove all physical barriers to free movement of personnel among African States through favourable labour policies.
- iii) AFCAC shall establish data base of aviation professionals in Africa.
- iv) Member States shall implement policies that promote transparency, fairness and merit in the recruitment professionals.

CHAPTER TWELVE

AVIATION FINANCING

12.0 PREAMBLE

- 12.0.1 The global trend is that governments are increasingly transferring the responsibility of financing airports and air navigation services to the private sector or to financially autonomous public or semi-public bodies. Where airports and air navigation services have been operated by autonomous entities their overall financial situation and managerial efficiency have generally tended to improve. They are able to implement new financing schemes to improve facilities and provide additional capacity.
- 12.0.2 In many countries, Government provides direct funding of the civil aviation administration's regulatory functions, while charges and fees of the administration go into Government coffers. In majority of cases such administrations are poorly funded and are ineffective due to competing priorities of Government in the social sectors such as health and education.
- 12.0.3 An autonomous CAA can be a mechanism for reducing or resolving funding problems. The CAA's costs are met from its licensing, certification and approval fees and charges on those whom it regulates. Some CAAs also generate fund from surcharges levied on passengers and consignees.
- 12.0.4 In a small traffic State, it may be cost efficient for the autonomous CAA to combine in its structure, a separated regulatory function, and the provision of airport and/or air navigation services.
- 12.0.5 Regional Safety Oversight Organisations (RSOOs) is also a cost effective and efficient mechanism for regulatory oversight due to inherent economies of scale in the use of resources.

12.1 FINANCING OF INFRASTRUCTURE

12.1.1 OBJECTIVE

12.1.1.1 The objective of member States is to have adequate and modern airports and air navigation infrastructural facilities that meet ICAO SARPs and other international standards

12.1.2 POLICY STATEMENT

12.1.2.1 Member States shall put in place appropriate policies and laws to encourage Public – Private Partnership in the financing and management of airports and air navigational infrastructural facilities.

12.1.3 STRATEGIES

12.1.3.1 In pursuit of this objective:

- (i) Member States shall establish autonomous agencies and implement commercialisation, corporatisation and privatisation in the provision of airports and air navigation services.
- (ii) Member States shall encourage Airports and air navigation service providers to implement innovative financing scheme to modernise their infrastructure and increase capacity.
- (iii) Airports and air navigation service providers shall put in place effective cost and revenue accounting system, sound methodology for determining the cost basis for charges, internationally recognized cost recovery policies and effective mechanism for the collection of charges in order to attract Private sector financing.
- (iv) Airports Authorities shall adopt “Single Till” revenue policy.
- (v) Airports Authorities shall adopt Public-Private partnership in the development and collection of non-aeronautical revenues.
- (vi) Service Providers may consider the use of pre-funding fees as a means of financing long-term, large-scale investment provided there is effective and transparent economic oversight of user charges and the related provision of services, including performance auditing and benchmarking.

12.2 FINANCING OF REGULATORY FUNCTIONS

12.2.1 OBJECTIVE

12.2.1.1 The objective of member States shall be to have effective Civil Aviation Authorities that are adequately funded to carry out their regulatory oversight responsibility.

12.2.2 POLICY STATEMENT

12.2.2.1 Member States shall ensure that Civil Aviation Authorities are adequately funded and have statutory sources of revenues.

12.2.3 STRATEGIES

12.2.3.1 In pursuit of this objective:

- i) Regulatory oversight functions shall be funded through a percentage Sales Charge on cost of tickets sold in member States or a percentage of other aviation charge(s) as may be deemed fit by member States.
- ii) CAAs shall charge statutory fees for inspections, Certifications, registrations and issuance of Licences, Certificates, Permits, Approvals, etc.
- iii) The Civil Aviation Authorities shall retain all their revenue to ensure sustainability of continuous efficient oversight activities.
- iv) Where necessary, member States shall provide subventions and budgetary allocations to the Civil Aviation Authorities without compromising their regulatory independence.
- v) Member States shall encourage the establishment of RSOOs to facilitate pooling of resources and to achieve economies of scale.

**PART THREE
OTHER PROVISIONS**

CHAPTER THIRTEEN

INTERMODAL TRANSPORT SYSTEMS

13.0 PREAMBLE

13.0.1 Transport is an indispensable tool in facilitating the creation of a single socio-economic space that would lead to free movement of goods and persons in Africa. For transport to play its full role and have an effective impact on the integration of the continent, there is a need for physical integration of networks; operational integration; user-service provider

interface; convergence of policies; joint planning and development of transport facilities and systems; harmonization of standards; and joint cross-border investments.

- 13.0.2 Competitions between the different modes of transportation have tended to produce a transport system that is segmented and un-integrated. Each mode has sought to exploit its own advantages in terms of cost, service, reliability and safety. However, recent developments have made it imperative to both the service providers and the policy makers that the linkages of the different modes of transportation are necessary for achieving seamless movement of persons and goods.
- 13.0.3 Air passengers' expectations include rapid and direct transfer from city centre to Airport, easy connection between airport terminals when transiting, quick and convenient transfer of passengers and their baggage from international to domestic terminals, as well as availability of specialized (Air terminal) for check-in in the city centre and provision of special services for persons with reduced mobility.
- 13.0.4 In the Continent, there are very few examples of intermodal cooperation, and in many cases the infrastructure that would enable effective intermodal travel is either non-existent or insufficient.

13.1 INTEGRATING CIVIL AVIATION WITH OTHER MODES OF TRANSPORTATION

13.1.1 OBJECTIVE

- 13.1.1.1 The objective of member States shall be to have a well-integrated transport system which will link air transportation to other modes of transport for seamless movement of passengers and cargo.

13.1.1.2 POLICY STATEMENT

- 13.1.1.3 Member States shall ensure easy and good access to their airports and between airport terminals through well integrated road and rail transportations systems.

- 13.1.1.4 Aviation development in the Continent shall be consistent with the Strategic Framework and Priority Action Plan of Programme for Infrastructure Development for Africa (PIDA) for 2010 -2040

14.3 STRATEGIES

- 13.3.1 In pursuit of this objective:

- i) Member States shall have convergence of policies; joint planning and development of transport facilities and systems; and operational integration for linkage and connectivity between air transportation and other modes of transport.

- ii) Member States shall put in place appropriate policies and laws that will promote cross border investments in intermodal transportation.
- iii) Member States shall formulate appropriate policies and laws that ensures that airports, road and rail infrastructure providers implement inter linkages and common information and distribution system across the airline, road and railway system

CHAPTER FOURTEEN LINKAGE OF CIVIL AVIATION WITH OTHER SOCIO-ECONOMIC SECTORS

14.0 PREAMBLE

- 14.0.1 Civil aviation includes air transport (commercial carriage by air), general aviation, commercial aerial works (such as aerial crop dusting photography and surveying), infrastructure (such as airports and air navigation facilities) and manufacturing and maintenance (such as for aircraft, engines, and avionics). Air transport is at the core of civil aviation business.
- 14.0.2 Air transport has traditionally experienced higher growth than most other industries. Demand for air transport is closely linked with economic development; at the same time air transport is a driver in an economy. The contribution of air transport and related civil aviation industries to local, regional or national economies includes the output and jobs directly attributable to civil aviation as well as the multiplier or ripple effect upon other industries throughout the economy.
- 14.0.3 Air transport is however highly sensitive to, and dependent on, economic developments in other sectors. This was evident during recent global economic crises. In this regard there are various factors that impact the health of Air Transport including:
 - 14.0.3.1 Economic and socio-political factors:
 - a) Growth; Recession; and Inflation
 - b) Civil unrest and wars
 - 14.0.3.2 Natural hazards:
 - a) Adverse weather or climatic events (e.g. hurricanes, winter storms, droughts, tornadoes, thunderstorms, lightning, heavy rain, snow, winds and restrictions on visibility and wind shear);
 - b) Geophysical events (e.g. earthquakes, volcanoes, tsunamis, floods and landslides);

- c) Geographical conditions (e.g. adverse terrain or large bodies of water);
 - d) Environmental events (e.g. wildfires, wildlife activity, and insect or pest infestation); and/or
 - e) Public health events (e.g. epidemics of influenza or other diseases).
- 14.0.4 The following socio-economic sectors have significant impact on the growth and health of the Air Transport Industry:
- 14.0.4.1 **Trade:** The Air Transport industry is a prime mover of international trade. Majority of passengers transported by air are business travellers and tourists while most goods particularly perishable and high value items are transported predominantly by air. So also are mails and parcels.
 - 14.0.4.2 **Tourism:** Africa boasts of many tourist attractions and destinations and Tourism in the main stay of the economy of many African States. Majority of air travellers from outside the continent are tourists. However a significant portion of the tourist market is dominated by foreign carriers. Furthermore there is little of intra-African tourism.
 - 14.0.4.3 **Immigration:** The YD promotes the integration of African States however its implementation is hampered as there are currently significant restrictions to movement of persons and goods among many States. This includes in particular the stringent requirements for entry and transit visas for citizens of other African States. This negatively impacts the business of African airlines and constitutes significant impediment to air travel and trade within Africa.
 - 14.0.4.4 **Customs:** Air transport is often erroneously treated as a cash cow thereby resulting in the imposition of prohibitive custom tariffs and taxes for cargo, aircraft and aviation equipment and services. Invariably those costs are passed on to the consumers leading to prohibitive costs of air travel, reduced passenger and cargo traffic and unsustainable airline business. The situation is further compounded by complicated customs and foreign exchange regulations and procedures.
 - 14.0.4.5 **Information and Communication Technology:-** Information and communication technology (ICT) provides the technological backbone for air transport. All logistics for the processing and movement of aircraft, passengers and cargo are impossible without efficient and effective ICT architecture and operation. A disruption to ICT infrastructure in a State has adverse impact on the safety and efficiency of air transport operations.
 - 14.0.4.6 **Power:-** Civil aviation is a very high tech industry that operates on the basis of precision equipment. The airport and air traffic management facilities, ground and aircraft communication, navigation and surveillance equipment all depend on uninterrupted power supply to function. The incidence of epileptic power supply may lead to catastrophic consequences for the safety and efficiency of flights.

14.0.4.7 **The Aviation Fuel Industry:** Aviation Fuel constitutes over 40% of the cost of operation of airlines. Therefore the aviation industry is highly susceptible to fuel price escalations. Within the African region the problem has been are compounded by erratic supply, imposition of prohibitive taxes and monopolies in the supply of fuel at airports. African airlines being significantly weaker than their foreign competitors are more impacted by these challenges.

14.0.4.8 **Research and Development:** Ever since the beginning of orderly development of international civil aviation, Africa's focus had been mainly on the operations aspect of the industry, and that could partly be blamed for her minimal performance and share of the industry. In order to ensure sustainable growth and participation in civil aviation, African States need to be more involved in aviation research and development.

14.0.5 At the operational level Air Transport requires the active cooperation of other ministries or agencies, such as:

- Immigration, Passport/visa issuing
- customs and Quarantine
- Environment Public and Port Health
- Security and narcotics control
- Tourism issuing authorities
- Foreign Affairs authorities

14.1 OBJECTIVE

14.1.1 The objective of member States is to continuous promotion and use of air transport as the engine and driver of their economies.

14.2 POLICY STATEMENT

14.2.1 Member States shall promulgate laws and policies that ensure that other socio-economic sectors facilitate the sustainable growth of air transport and enable play its role overall national and continental development.

14.3 STRATEGIES

14.3.1 In pursuit of this objective:

- i) Member States shall adopt and implement policies that will promote increased trade among them in order to increase air traffic;
- ii) Member States shall put in place policies that will encourage their citizens to patronise tourism destinations in Africa as a way of increasing air travel in the continent;
- iii) Tour organisers and African airlines should collaborate more to enable the African air transport industry increase its share of the global tourism into Africa;

- iv) Airport Operators should ensure that their airports are provided with robust ICT support and implement dedicated supply of ICT services to airports and aviation support systems;
- v) Member States shall ensure the provision of dedicated adequate and uninterrupted power supply to airports and air navigation facilities since civil aviation is a very high tech industry that operates on the basis of precision equipment;
- vi) Member States shall review their immigration policies and regulations which will encourage intra African travel through:
 - Removal/relaxing of entry visa requirements for African citizens;
 - Issuance of entry visas at their international airports; and
 - Abolition of visas for transit through their airports.
- vii) Member States shall implement favourable custom policies and tariff regimes for:
 - Aircraft and spares
 - Cargo imports and exports
 - Foreign currency exchange
- viii) Member States shall ensure uninterruptible supply of petroleum products to airports and airlines as well as fair protection of airline from unjustifiable high pricing and sharp practices in the distribution and sales of aviation fuel;
- ix) Member States shall ensure that disruptions to international flights are kept, to the extent possible, minimum and that where this occurs; airlines and passengers are compensated when it is due to socio-political matters;
- x) Member States shall support their airlines in getting favourable insurance rates and where possible provide guarantees to cover the socio-political risks;
- xi) Member States should take measures to establish Research and Development institutions focusing on civil aviation at national and regional levels;
- xii) Member States should facilitate and assist the civil aviation training centres to engage in collaborative arrangements with both national and international universities and research institutes to keep abreast with the technological advancements in the industry;

- xiii) Member States should integrate aviation in higher institutions of learning as part of Curriculum for the graduate and postgraduate students.

APPENDIX 1: ABBREVIATIONS

ACI	-	Airports Council International
AIS	-	Aeronautical Information Services
ACIP	-	African Comprehensive Implementation Programme
AFCAP	-	African Civil Aviation Policy
AFCAC	-	African Civil Aviation Commission
AFI	-	African
AFRAA	-	African Airlines Association
AMU	-	Arab Maghreb Union
ANR	-	Air Navigation Regulation
AOC	-	Air Operator's Certificate
ASECNA	-	Agency for Aerial Navigation Safety in African and Madagascar
ASET	-	African Safety Enhancement Team
AUC	-	African Union Commission
AVSEC	-	Aviation Security
AU	-	African Union
BASA	-	Bilateral Air Services Agreement
BSP	-	Bill Settlement Plan
CAAS	-	Civil Aviation Authorities
CAEP	-	Committee on Aviation Environmental Protection
CEN	-	SAD–Community of Sahel Sonora States
CNS / ATM	-	Communication Navigation Surveillance/Air Traffic Management
COMESA	-	Common Market for Eastern and Southern African
COSCAP	-	Cooperative Operational Safety and Continuing Airworthiness Development Program
EAC	-	East African Community
ECOWAS	-	Economic Community of West African States
EOC	-	Emergency Operating Centres
ECCAS	-	Economic Community of Central African States
EU	-	European Union
GDP	-	Gross Domestic Product
GNSS	-	Global Navigation Satellite System
IFATCA	-	International Federation of Air Traffic Controllers Association
IFATPA	-	International Federation of Airline Pilots Association
ISSG	-	Industry Safety Strategy Group
ICT	-	Information Communication Technology
ICAO	-	International Civil Aviation Organisation
IGAD	-	Intergovernmental Authority on Development
IGHC	-	International Ground Handling Council
IATA	-	International Air Transport Association
JAR	-	Joint Aviation Requirements
LAGS	-	Liquids Aerosols and Gels
MANPADS	-	Man Portable Air Defence System
MASA	-	Multilateral Air Services Agreement
MBM	-	Market Base Measure
MRTD	-	Machine Readable Travel Document

NEPAD	-	New Partnership for Africa Development
PTA	-	Preferential Trade Area
PBN	-	Performance Base Navigation
PPP	-	Public Private Partnership
REC	-	Regional Economic Community
RSOOS	-	Regional Safety Oversight Organisations
SADC	-	Southern African Economic and Monetary Union
SDR	-	Special Drawing Rights
SARPS	-	Standard and Recommended Practices
SSFA	-	Safe Skies for Africa Program
WAEMU	-	West African Economic and Monetary Union
WHO	-	World Health Organisation
YD	-	Yamoussoukro Decision

APPENDIX 2: LIST OF INTERNATIONAL AIR LAW INSTRUMENTS

- Warsaw Convention (1929) Rules for international carriage by air
- Convention on International Civil Aviation (1944)
- International Air Transport Agreement (1944)
- International Air Services Transit Agreement
- Geneva Convention (1948) Recognition of rights in aircraft
- Rome Convention (1952) Damage to third parties on surface
- The Hague Protocol (1955). Amending Warsaw Convention of 1929
- Guadalajara Convention (1961) Supplementing Warsaw Convention of 1929
- Tokyo Convention (1963) Offences and other acts committed on Board Aircraft.
- Hague Convention (1970). Unlawful seizure of aircraft
- Guatemala City Protocol (1971) Amending Warsaw Convention of 1929 as amended by The Hague Protocol of 1955
- Montreal Convention (1971) Unlawful acts against the safety of civil aviation
- Additional Protocol No. 1 (1975) Amending Warsaw Convention of 1929
- Additional Protocol No. 2 (1975) Amending Warsaw Convention of 1929 as amended by The Hague Protocol of 1955
- Additional Protocol No. 3 (1975) Amending Warsaw Convention of 1929 as amended by The Hague Protocol of 1955 and Guatemala City Protocol of 1971
- Montreal Protocol No. 4 (1975) Amending Warsaw Convention of 1929 as amended by The Hague Protocol of 1955
- Montreal Protocol (1978) Amending Rome Convention of 1952

- Protocol relating to an Amendment to the Convention on International Civil Aviation [Article 83 bis] Lease, charter or interchange
- Protocol relating to an Amendment to the Convention on International Civil Aviation [Article 3 bis] Non-use of weapons against civil aircraft in flight
- Montreal Supplementary Protocol (1988) Acts of violence at airports
- COSPAS-CARSAT Agreement (1988) International satellite system for search and rescue
- Convention on the Marking of Plastic Explosives (1991)

- Montreal Convention (1999) Rules for International carriage by air
- Convention on International Interests in Mobile Equipment (Cape Town Convention 2001)
- Protocol to the Convention on International Interests in Mobile Equipment on Matters specific to Aircraft Equipment (Cape Town Protocol on Aircraft Equipment 2001)
- Convention on Compensation for Damage to Third Parties, Resulting from Acts of Unlawful Interference Involving Aircraft 2009
- Convention on Compensation for Damage Caused by Aircraft to Third Parties (General Risks Convention (2009)
- Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation (Beijing Convention 2010)
- Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft (Beijing Protocol 2010)
- The United Nations Framework Convention on Climate Change (UNFCCC)

APPENDIX 3: SCHEDULE ON TARGETS

The Appendix 3 which shall constitute the basis of implementation and oversight of this policy will be developed by AFCAC.

Done in Luanda, on 24 November 2011.

PLAN OF ACTION ON RAILWAY TRANSPORT

AFRICAN UNION

الاتحاد الأفريقي



UNION AFRICAINE

UNIÃO AFRICANA

**SECOND SESSION OF THE CONFERENCE
OF AFRICAN MINISTERS
OF TRANSPORT
21 – 25 NOVEMBER 2011
LUANDA, ANGOLA**

AU/TPT/EXP/PI.Ac. FT (II)

**PLAN OF ACTION
RAILWAY TRANSPORT
2012 - 2015**

No.	Objectives	Activities and Actions	Verification Sources	Leading Institutions	Involved Institutions	Time frame
A	A) Policy and Strategy in Railway Transports					
A.1	Connectivity of African railway network	Speed up PIDA PAP implementation	Report	AU	ADB ECA NEPAD UAR STATES	2012-2020
A.2	Develop of ICTs within the railway sub-sector	<ul style="list-style-type: none"> Drawing up policies aiming at a bigger exploitation of NTIC for upgrading the trade management and financial cost-effectiveness Create database on the management of networks in RECs and UAR for monitoring the railways sub-sector 	Study report	AU	AUC RECs ECA STATES	2012-2015
A.3	Improve of the security and safety in railway transports	Implementing modern technologies for securing the railway traffic in the event of major railways accident	Study report	STATES	AU AUC RECs	2012-2013
A.4	Develop railway industries	Carrying out studies for the creation of railway industries and manufactures appropriate to the needs of the African market.	Study report	STATES	AUC	2012-2040
A.5	Take into account the environmental impact of the railway transport system	Performing environmental impact studies of railway transport. Ensuring environment-friendly operations.	Study report	STATES	AUC	2012-2015 2008-2010

No.	Objectives	Activities and Actions	Verification Sources	Leading Institutions	Involved Institutions	Time frame
B	<i>Management systems</i>					
B.1	Draw up an African guide for restructuring railway companies	Assessing the restructuring and privatisation process on the economic, financial, technical and social levels.	Assessment report and guide	AU	RECs, AUC	2012-2015
B.2	Elaborate a follow-up mechanism for African railway activities	<ul style="list-style-type: none"> • Elaborate policies aiming to promote the use of modern management tools of personnel for improving personnel productivity • Set up a database for the exchange of experiences • Encourage the exchange of information for better management of railways companies • Set up network of exchange of systems of management and information (website) 		AUC	AU RECs	2012-2015
C.	<i>Capacity-building of human resources and expertise management</i>					
C.1	Assess training capacities in the railways sub-sector	<ul style="list-style-type: none"> • Drawing up a program for the restoration of training schools and centres according to the market needs. • Rebuilding African resources for training skills in the railway area 	Study report	AU	STATES AUC, RECs	2012-2015

No.	Objectives	Activities and Actions	Verification Sources	Leading Institutions	Involved Institutions	Time frame
<i>D</i>	<i>Financing of railway transport</i>					
D.1	Resource mobilization for railway infrastructures	<ul style="list-style-type: none"> • Setting up of mechanisms for the creation of investment funds of railway and studying different options for its financing • Raising awareness among donors to increase intervention means in favour of the program • Promoting good governance of States to attract private funds. 		STATES	AU RECs Donors	2008-2010
<i>E</i>	<i>Conception and updating of databases</i>					
E.1	Setting up of a railway database	<p>Conceive the settlement of a database. Supply the railway actors and all those involved in this activity with the relevant information. Making available all the elements for measuring and comparing the performance of the networks and sharing management experiences.</p>		AUC	RECs STATES	2008-2010

2012

Report of the 2nd Ordinary Session of the AU conference of ministers of transport Luanda, Angola, 21 – 25 November 2011

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